

ORDINANCE NO. 111018-1__

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF BUDA, TEXAS AMENDING THE CITY OF BUDA
COMPREHENSIVE PLAN TO BECOME EFFECTIVE
UPON ITS PASSAGE AND APPROVAL.**

WHEREAS, Chapter 213 of the Local Government Code authorizes the City to adopt a comprehensive plan for the long-range development of the City; and

WHEREAS, the plan may:

- (1) Include provisions on land use, transportation, and public facilities;
- (2) Consist of a single plan or a coordinated set of plans organized by subject matter and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations; and

WHEREAS, the City Council appointed a Comprehensive Plan Advisory Committee to develop a comprehensive plan for the purpose of promoting sound development for the City and promoting the public health, safety and welfare; and

WHEREAS, on August 23rd, 2011 the Planning & Zoning Commission held a public hearing on the comprehensive plan and reviewed and recommended approval to the City Council of the City of Buda; and

WHEREAS, the City Council held a public hearing on September 20th, 2011 regarding the review and approval of the amendment to the comprehensive plan; and

WHEREAS, a hearing(s) was held at which the public was given an opportunity to give testimony and present written evidence as required by law;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BUDA, TEXAS, THAT:

Section 1. That the comprehensive plan, shown in Exhibit A, is hereby adopted including the future land development plan and all maps, appendices and elements contained therein as a long-range planning guide for the City of Buda, and supersedes any previous existing comprehensive plans.

PASSED AND APPROVED on first reading by an affirmative vote of the City Council of the City of Buda, this 20th day of September, 2011.

PASSED, APPROVED AND ADOPTED on second reading by an affirmative vote of the City Council of the City of Buda, this ___ 18th _____ day of _October_, 2011 ___

APPROVED:



Sarah Mangham
Sarah Mangham, Mayor

ATTEST:

Toni Milam
Toni Milam, City Secretary

EXHIBIT "A"



BUDA 2030 COMPREHENSIVE PLAN



preserving our heritage | **sustaining our future**

september 2011



BUDA 2030 COMPREHENSIVE PLAN

preserving our heritage | sustaining our future

Prepared for
The City of Buda



by
Halff Associates, Inc.

September 2011

DISCLAIMER:

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August 24, 2011

Kenneth Williams
City Manager
City of Buda
121 Main Street
Buda, TX 78610

Reference: Buda 2030 Comprehensive Plan: Preserving our Heritage, Sustaining our Future

Halff Associates, Inc. is pleased to submit the draft master plan report, *Buda 2030 Comprehensive Plan: Preserving our Heritage, Sustaining our Future*. This document is the culmination of an extensive planning process over the past year involving key stakeholders, members of an advisory committee, City staff, commission officials, and most importantly, the citizens of Buda. The plan's recommendations seek to achieve a sustainable future for Buda that preserves the historic heritage and culture of the community.

The citizens of Buda envision a community that reflects its historic heritage, has a unique identity that everyone can relate to, and makes smart decisions about housing, neighborhoods, transportation, recreation, the environment, development, and economy in order to meet the needs of future generations. These are the building blocks of a city, and they are all intimately related. In order to achieve this vision and recognize the comprehensive nature of the City, six guiding values are established that permeate every element and recommendation of the Buda 2030 Comprehensive Plan:

- * **Community Character** - protecting the unique and small town character of Buda
- * **Environmental Protection** - being stewards of the environment
- * **Responsible Planning** - planning for civic infrastructure and services in advance of growth
- * **Economic Stability** - diversifying the tax base so the city is fiscally sound
- * **Unique Identity** - creating a distinct identify for Buda that sets it apart from surrounding communities
- * **Livability for All** - ensuring that someone can live his or her entire life in Buda

This document identifies opportunities and actions to fulfill this vision for Buda and make it a truly livable, sustainable, and unique community in Central Texas. We greatly appreciate the opportunity to have worked with you, your staff, and the citizens of Buda.

Sincerely,

Halff Associates, Inc.

Jim Carrillo, ASLA, AICP
Vice President, Director of Planning

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We'd like to recognize the many individuals who put in a significant amount of their time and energy to make Buda's comprehensive plan a unique document that reflects the values of the residents of Buda. This plan for Buda's future would not have been possible without the input, feedback, and support provided by Buda's citizens and members of City staff who provided information and technical answers relating to this master plan.

CITY COUNCIL

Sarah Mangham, Mayor
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 Todd Ruge, Place 2
 Sandra Tenorio, Place 3
 Cathy Chilcote, Place 4
 Dawn Schaeffer, Place 5
 Scott Dodd, Place 6

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 Thomas Crouse, Place 5, Former Council member

CITY OF BUDA

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PLAN OVERVIEW

The Buda Comprehensive Plan includes seven chapters. The first chapter lays out the need for a comprehensive plan and its use in municipal government.

Chapters 2 and 3 set the background and framework that guided direction of the plan. Chapter 2 reviews the existing community profile and conditions, including existing studies and plans, existing population characteristics, and potential population growth. Chapter 3 summarizes input received from stakeholders, commissions, and citizens through various meetings and surveys during the planning process.

The remaining chapters discuss the future direction for Buda. Chapters 4 and 5 establish the vision, guiding values, goals, objectives, and recommendations of the Comprehensive Plan. Chapter 6 specifically discusses the future land development plan used to guide decisions with regards to development. Finally, Chapter 7 discusses the implementation strategy through public investment, partnerships, various funding mechanisms, regulatory tools, and monitoring the progress of plan implementation.

Vision & Guiding Values

Chapter four establishes the vision and guiding values for the recommendations of the comprehensive plan. A vision is a generic statement reflecting the desired state of the community. The vision for Buda emphasizes protecting the historic heritage while also responsibly embracing growth in a way that meets the needs of future generations.

Six guiding values based on this vision were established, which permeate and guide the goal, objectives, and recommendations of each plan element. These include: protecting the small-town community character of Buda; being stewards of the environment and maximizing environmental assets; exercising responsible planning and fiscal decisions so that growth does not negatively impact the community; diversifying the economic base including employment opportunities and the tax base; creating a distinct identity for Buda that sets it apart from other Central Texas communities; and ensuring livability for everyone ensuring someone can live his or her entire life in Buda.

Plan Elements

The plan is comprised of 9 elements, each with an element goal and organized into objectives and actions. A summary of each plan element is included below.

ECONOMIC GROWTH & SUSTAINABILITY – This element focuses on creating a stable tax revenue base and a strong local job market. Key actions include encouraging redevelopment of key properties in Buda, establishing an Economic Development Strategy, and identifying opportunities to make infrastructure improvements supporting development along the IH 35 corridor.

TRANSPORTATION – The goal for transportation is to provide a system that meets current needs and anticipated growth, that balances transportation options (driving, walking, bicycling, and transit), and is designed in a manner that respects and enhances the character of Buda. Key actions include adopting policies for complete streets and context sensitive solutions to the City's approach to transportation, updating the Transportation Master Plan, working with Capital Metro to establish a park & ride station in Buda, and completing the truck bypass.

PARKS, RECREATION, & OPEN SPACE – This element is about providing a superior system of parks, recreation, trails, and open space to enhance the quality of life for all residents of Buda. Key actions include developing a formal Citywide Park Master Plan, making UDC amendments to develop guidelines for locating and developing parks, and amending the guidelines and contribution schedule for events at public parks and facilities.

HOUSING & NEIGHBORHOODS – The housing element focuses on making neighborhoods – both new and old – interesting, unique, and sustainable. This element also focuses on ensuring that housing is provided for everyone, no matter what their life stage. Key actions include amending the UDC to promote more flexible housing types and greater mix of housing, exploring mechanisms to promote different techniques for housing affordability, neighborhood revitalizing/stabilization plans, and encouraging formation of neighborhood associations.

COMMUNITY IDENTITY – Community identity addresses the objectives and recommendations in order to make Buda a unique community with a great small-town character, active neighborhoods, and many entertainment and recreation opportunities. Key actions include establishing gateways and using the UDC to incorporate community identity elements in new developments, streetscaping, and design standards.

CIVIC FACILITIES & PROGRAMS – This element focuses on building a sense of community through civic facilities and programs as well as easy access to City information and resources. Key actions include identifying a location for an expanded library and combined civic center and master planning City Park.

PUBLIC SAFETY – Buda is currently one of the safest communities in the nation. This element identifies objectives to maintain that reputation. There are no key actions on which the City needs to take, but the City and Emergency Service Districts should always be ready to grow as the population grows so as to meet the demand on their services.

DOWNTOWN – This plan element focuses on downtown Buda as the “heart” of the community. Downtown Buda includes the commercial areas along Main Street and Railroad, but also considers adjacent residential neighborhoods both east and west of the commercial areas. The downtown element identifies opportunities to strengthen its economic position in the community, celebrate the city’s heritage, and make it a vibrant place to live, work, and play. Key actions include developing a formal Downtown Master Plan, addressing parking issues, improving walkability along Main and Railroad Streets, and promoting redevelopment of underutilized properties along Main Street and Railroad.

HISTORIC PRESERVATION – This element recognizes historic preservation as a valuable economic development tool. The objectives of this element focus on establishing a predictable process for historic preservation and encouraging preservation of historic properties so they are contributing economically to the community.



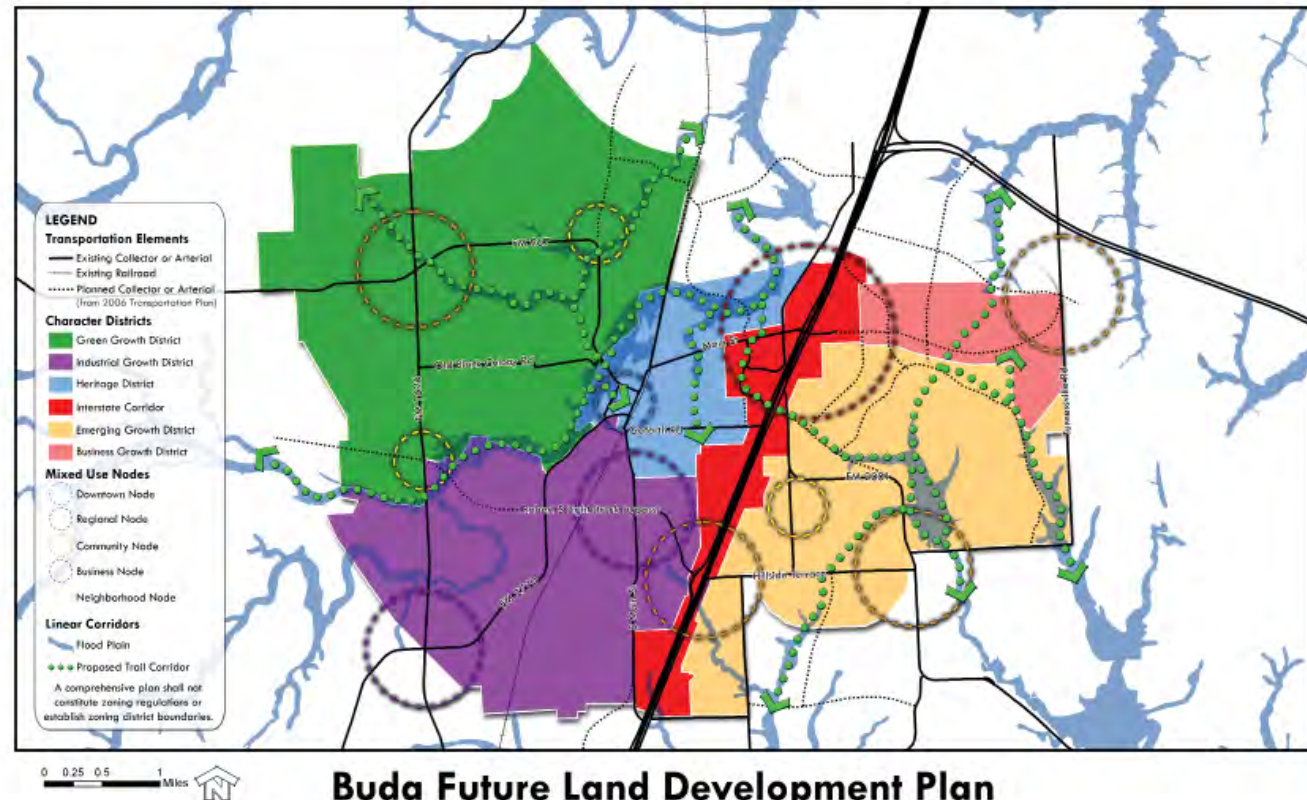
Future Land Development Plan

The Future Land Development Plan is comprised of three primary components: General Land Development Policies, Character Districts, and Mixed Use Nodes. Each of these components is described below.

GENERAL LAND DEVELOPMENT POLICIES – This component reflects the guiding principles of the Comprehensive Plan. It contains general statements meant to guide decisions in all areas of the city to promote the overall vision of Buda. They apply to all land development decisions, regardless of what character district or mixed use node the property is located.

CHARACTER DISTRICTS – The entire planning area is divided into six character districts. These districts are based on the existing environmental characteristics and existing use of land. Each district has unique principles of development patterns, urban design, and planning to reflect the characteristics and attributes of that district. The six districts include:

- **Green Growth District** – Intended to establish protective measures for these environmental features and to protect the City's drinking water supply.
- **Emerging Growth District** – Intended to plan for residential growth in a way that promotes community and a strong sense of place and identity.



Buda Future Land Development Plan

- Industrial Employment District – Intended to provide a space for this type of industry that is typically incompatible with many other uses, yet contributes significantly to the local economy.
- Business Growth District – Intended to capitalize on opportunities for economic and business development given this district's accessibility to major transportation corridors.
- Heritage District – Intended to provide a growth-friendly environment that positively impacts the existing and historic parts of Buda.
- Interstate Corridor – Intended to take advantage of the economic potential of IH 35 as a commercial corridor.

MIXED USE NODES – The mixed use nodes overlay the character districts and are intended to designate locations where dense mixed use developments are appropriate and should be encouraged. There are five types of mixed use nodes, each differing based on location, density, and appropriate uses. The five types of nodes include:

- Neighborhood Node – The lowest-scale node recommended for Buda. It is intended to be located in proximity to households to provide every-day services and products within easy walking distance to nearby residents without significantly impacting the character of the area.
- Community Node – A denser node that provides a greater mix of uses in a more intense development that draws from a greater area of Buda. Retail services are similar to that of a neighborhood node, but would have a larger anchor store and additional specialized retail.
- Business Node – This special node is similar in scale to a community node, yet significantly different in terms of the appropriate mix of uses. It is recommended where a concentration of industrial services or businesses would be appropriate. Depending on the underlying character district, housing may not be appropriate in a business node.
- Regional Node – This node is the most intense node and located along IH 35, between Main Street and Cabela's Drive/FM 2001. A regional node would serve larger markets and include a mix of commercial, housing, and professional office space.
- Downtown Node – This is a unique node specific to the downtown area. Much of the fabric for the node already exists, and infill development is a crucial element as it grows and continues to form.

Implementation Strategy

The final chapter of Buda 2030 outlines a comprehensive approach to implementing the comprehensive plan. The approach to implementation of the plan includes fostering partnerships, continuing to engage the citizenry and gather input, balancing needs and desires among varying views and goals, obtaining commitment from both public and private entities, diversifying, and exercising fiscal responsibility. Specific elements of the implementation strategy are public investment priorities, partnerships, various funding mechanisms, regulatory tools, and monitoring the progress of plan implementation.





WHY PLAN?

What does the future of Buda hold for us? Where do we want to be? What do we want to look like? How do we want to be defined? What's important? And how do we get there?

Buda 2030 answers those questions.

We gather facts. We assess the challenges and opportunities. We look at possibilities for the future. We plan for ways to accommodate growth without sacrificing the quality of life we enjoy today. And we make an action plan.

The Buda 2030 Comprehensive Plan articulates the vision for the future of Buda that respects the goals and priorities set by the citizens of Buda. A plan identifies the vision for the future and provides a road map of how you get there. It guides us in making policy decisions and prioritizing and spending public dollars.

Buda 2030 is comprehensive.

That is, it looks at all the elements that make up a city: housing, transportation, parks and open space, business, downtown, history, public services and facilities, neighborhoods, and community identity. These are all “building blocks” of a city. And they're intimately related.

de•fined

comprehensive

Complete; including all or nearly all elements or aspects of something; Of large content or scope; wide-ranging

Because of this, **we must work together.** In order to accomplish the goals of Buda 2030 and realize the vision for a better Buda for tomorrow, we must coordinate within the city, with other government agencies, with community partners, and with the citizens of Buda. By working together toward common community goals, we'll be more efficient with our time and money.

A decade ago, Buda's citizens came together to develop and adopt a comprehensive plan. Since that plan's adoption, Buda has accomplished the following:

- * Made significant changes to the development regulations, creating a Unified Development Code and incorporating additional zoning or development districts that diversify housing options, protect the environment, and emphasize urban design.
- * Improved the quality of downtown Buda by diverting trucks out of downtown and making sidewalk and crossing improvements along Main Street.
- * Gained additional sales and property tax revenue by attracting major retailers and supporting major businesses.
- * Expanded the recreational and cultural opportunities in Buda by developing two new signature parks.

It's time to re-evaluate.

Buda, as most small cities, is facing immense growth rates that threaten to change the character of the town and deplete its resources and facilities. *Unless you plan for it.* Unchecked growth has unwanted side effects, such as loss of natural amenities, undesirable developments, and traffic problems.

Of course, more people mean more opportunities, too. More people mean more households, which lead to more jobs and more retail services, and ultimately the opportunity for a stronger economy for both the citizens as well as the City.

That's why we plan. We review the current situation - what are the issues, what are the challenges, what are the opportunities, and what is important? We make adjustments where necessary to ensure we can continue to provide the services to our citizens and thrive as a “small town” city in central Texas with big city conveniences.

SO, WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a document that articulates a vision for the future of a community and outlines a set of goals, objectives, and actions to achieve the desired vision. It is a “blue print” for the growth of a municipality, providing guidance to city staff, leaders, decision makers, property owners, businesses, developers, and residents in the choices and decisions they make.

A comprehensive plan:

- * tells a community what it looks like today (existing conditions)
- * articulates a vision of how the community wants to grow as it looks to the future
- * establishes goals and objectives for various elements of a comprehensive plan to achieve that vision
- * identifies specific recommendations and actions to help achieve the vision
- * provides a framework for policy decisions and physical development of Buda
- * covers a time frame of about 10 to 30 years
- * is integrated with other planning documents, studies, and initiatives carried out by the city and region.

A comprehensive plan is NOT a zoning law, subdivision regulation, budget, capital improvement program, or any other regulatory document. It is meant to be the basis for the preparation of such documents.

Elements of a Comprehensive Plan

What makes this type of plan comprehensive is it doesn't focus on just one element of a community; rather, it evaluates all the components of a city and how they work together. Buda 2030 plan elements include:

- * Economic Growth & Sustainability
- * Transportation
- * Parks, Recreation, and Open Space
- * Housing and Neighborhoods
- * Community Identity
- * Civic Facilities and Programs
- * Public Safety
- * Downtown Buda
- * Historic Preservation

The following pages describe the authority of comprehensive plans in Texas, how this plan is intended to be used, and the process for developing Buda 2030.

Why 2030?

Typically, comprehensive plans typically look into a 20-year horizon. The previous comprehensive plan effort looked into a 10-year period. That was appropriate in 2002, when Buda had just over 2,000 people living in the city limits. However, as Buda has grown both in size and population, planning for the city has become more complex and the community has to think further into the future about the decisions they are making. Using a longer time frame allows the community to look at population growth further into the future and consider the long-term implications of actions and decisions.

This does not suggest the plan shouldn't be evaluated for another 20 or 30 years. In fact, plans should be reviewed every 3 to 5 years, with an update every 10 years. A 5 year review allows the city to measure progress toward implementation and identify new priorities. A 10 year update should include an evaluation of the goals and vision for the future of Buda, which may result in adjusting goals, objectives, and actions.

CITY PLANNING AND REGULATORY AUTHORITY IN TEXAS

This section is not a legal document, and it is not intended to provide legal guidance on land use regulation issues. It is only intended to provide a brief summary of legislative authority for land use planning and regulations among municipalities.

Across the United States, land use planning and regulation is upheld as a way to protect health, safety, and welfare. In early planning history, regulations tended to precede planning; but over time, comprehensive plans have become the controlling documents that guide growth-based decisions.

For the “purpose of promoting sound development of municipalities and promoting public health, safety, and welfare,” the Texas Local Government Code (LGC) permits municipalities to develop a comprehensive plan “for the long-range development of the municipality.”¹ In Texas, the bulk of land use control falls on municipalities. And while comprehensive plans are not required in Texas, as they are in other states, municipalities across the state use comprehensive plans and the planning process to identify what they want and how to achieve it. Political leaders and decision makers use comprehensive plans as a foundation to establish development and land use regulations.

According to the LGC, municipalities may “define the content and design of a comprehensive plan” and may:

- (1) include but is not limited to provisions on land use, transportation, and public facilities;
- (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations.²

The LGC requires adoption or amendment of a comprehensive plan include both review by the city’s planning commission or department (if one exists) as well as a public hearing.

¹ Texas Local Government Code, Chapter 213. Municipal Comprehensive Plans, Section 213.002.

² Ibid.

Comprehensive planning is a process by which the community assesses what it has, expresses what it wants, decides how to achieve its wants and, finally, implements what it decides.

~ Comprehensive Planning for Small Texas Cities,
Office of Rural Affairs, p. 1

In addition, a municipality may define the relationship between a comprehensive plan and development regulations. Municipalities are given different authority to regulate land use and development depending on whether the property is within their full service jurisdiction or within the municipality’s extraterritorial jurisdiction. Also, cities have different authority based on whether they are a home rule or general rule city. Home-rule cities have more authority and are established when a city having more than 5,000 residents vote to approve a charter to assume the full power of local self government (also known as a home-rule charter). Buda is a home rule city.

According to the LGC, municipalities have the following regulatory authority when it comes to land use and development:

- * Zoning, such as the height, size, lot coverage, lot size, density, and location of a building and lot (LGC, Chapter 211).
- * Subdivision, how a property is subdivided and used (LGC, Chapter 212)
- * Structures (including housing), as it relates to the building code (such as structural integrity and plumbing) as well as establishing building lines (LGC, Chapter 214)
- * Certain business operations (LGC, Chapter 215)
- * Signs

How BUDA 2030 WAS CREATED

Creating a comprehensive plan is a result of an extensive process involving analysis of existing conditions, engaging the public for their input, and developing recommendations and a draft report. There were four periods in the process of developing Buda 2030:

1. **Existing Conditions and Trends Analysis** - The Planning Team³ worked with City departments, regional agencies, key stakeholders, and interest groups to conduct an initial inventory of the existing conditions and review trends and projections of growth in Buda and the surrounding area. This process established a baseline from which to frame recommendations. It included reviewing and summarizing existing and recently completed planning documents, data collection, and exploring the Buda community and its environment.
2. **Public Engagement** - This component of the process really extended throughout the entire planning effort. Early in the process, an advisory committee (CPAC) was established to guide the effort. City Council selected a representative from each of the City's citizen boards, residents of the city, a local business owner, and a representative from Council. Overall, the CPAC had 14 members representing a broad range of input. Throughout the planning process the CPAC met 10 times to review input and existing conditions, develop ideas, and provide guidance to the Planning Team in creating Buda 2030.

A project website was established early in the process to keep those interested informed of the progress of creating Buda 2030, including posting of presentations and draft documents. Residents could subscribe to the site to receive automatic updates to the website, such as notifications of upcoming meetings. This website received over 2,000 hits over the year.

³ The Planning Team consisted of the City's Assistant City Manager, Planning Director, and consultants that were hired to develop the Comprehensive Plan.

In addition, there were opportunities for the public to provide input. A citizen survey was also available both by mail as well as on the Internet that asked Buda's residents to identify the things they love about Buda, the things that need improvement, and their priorities for the future of Buda.

There was also a series of public workshops and presentations through which residents of Buda could provide input on the formation of the comprehensive plan.

3. **Developing and Reviewing Recommendations and Plan Report** - With ideas and input from residents and a baseline analysis of the current state of Buda, draft goals, objectives, and recommendations were formed for each of the plan elements. These recommendations went through a series of reviews by City staff, the advisory committee, and the public.
4. **Plan Adoption** - Once the recommendations were vetted by the community, the report and recommendations for implementation were taken through the political process for approval. This included a presentation and public hearing to both the Planning Commission and City Council, and adoption by City Council.



HOW TO USE THIS PLAN

Buda 2030 is a policy document that articulates a vision, outlines goals and objectives, and recommends actions. It ensures that new development and redevelopments of land, roads, parks, and public facilities are well-planned and occur in a manner that achieves the desired vision of the community.

Still, for a comprehensive plan to be successful, it requires action to implement the recommendations. This plan is ultimately a guiding document to the area's leaders and City staff regarding the day-to-day decisions on policy making, developments, and spending priorities. General actions that carry out the goals and objectives of this comprehensive plan include:

- * Changes to the regulatory tools, such as the Unified Development Code and zoning map that influence how the built environment is created.
- * Capital improvement investments such as roadways, utility infrastructure, sidewalks, parks and trails, and public facilities.
- * Ongoing planning efforts and studies that will further clarify needs and specify recommendations and actions, such as detailed topic plans (parks and recreation or tourism plans) and small-area plans (downtown plan).
- * Efforts and actions among City departments and other agencies that advance the goals and objectives of Buda 2030.
- * Partnerships with other parties, including other government entities, private land owners or developers, and other stakeholders or interest groups who can carry forward actions of Buda 2030.
- * Securing other funding resources such as public and private grants to supplement the local general budget.

In order to accomplish the goals and objectives of Buda 2030 and realize the vision, this document should guide all decisions by land owners, developers, government entities, city departments, political leaders with regards to the elements of this plan and other topics that will impact the future of the community.

How this Plan is Organized

This plan is made up of six main components:

- 1 Public Engagement** - This component describes the significant amount of effort put in on the part of Buda's citizens and stakeholders to identify challenges and opportunities and develop ideas to create a unique and livable community.
- 2 Community Profile** - This component describes the current state of the City of Buda, such as population and economic characteristics, and growth trends and patterns. It also projects future expected growth.
- 3 Vision** - This section describes the vision and guiding values of how Buda should grow. The vision and values were derived primarily from the engagement and input from the public.
- 4 Goals, Objectives, & Recommendations** - Based on the vision and guiding values a series of goal statements for the various elements of the comprehensive plan were developed. These include economic growth, transportation, housing, community identity, civic facilities and programs, public safety, downtown Buda, historic preservation, and parks and open space. The general definition of goal, objective, and recommended action is described below:
 - * Goal - a general statement of the desired state of the element towards which the City will direct effort.
 - * Objective - a specific statement of principle that directs commitment to achieve a goal.
 - * Recommended Action - A specific action or strategy to carry out to achieve a specific objective.
- 5 Future Land Development Plan** - This component includes land planning policies related to development and creating a desirable and sustainable built environment.
- 6 Implementation Strategy** - The implementation component describes the strategy for seeing through the realization of the comprehensive plan, including a time frame for specific actions, resources to enhance funding options, and important relationships and partnerships to advance implementation.

BUDA 2030 STUDY AREA

The study area for the comprehensive plan includes the current incorporated area of the City of Buda (the city limits) as well as the current extraterritorial jurisdiction (ETJ).

Today, the incorporated area of the City of Buda includes approximately 5.2 square miles, and the ETJ adds an additional 15.1 square miles. Most of the study area includes those areas west of the interstate. This is because the historic core of Buda is west of the freeway, and the areas to the west began growing earlier and faster. Growth east of IH 35 has been more recent.

Surrounding the study area is the city limits and ETJs of several neighboring cities, including Kyle, Dripping Springs, Hays, and Austin. There are also unincorporated areas that are not part of another municipality's jurisdiction. These areas may become part of Buda's or another city's jurisdiction depending on future annexations.

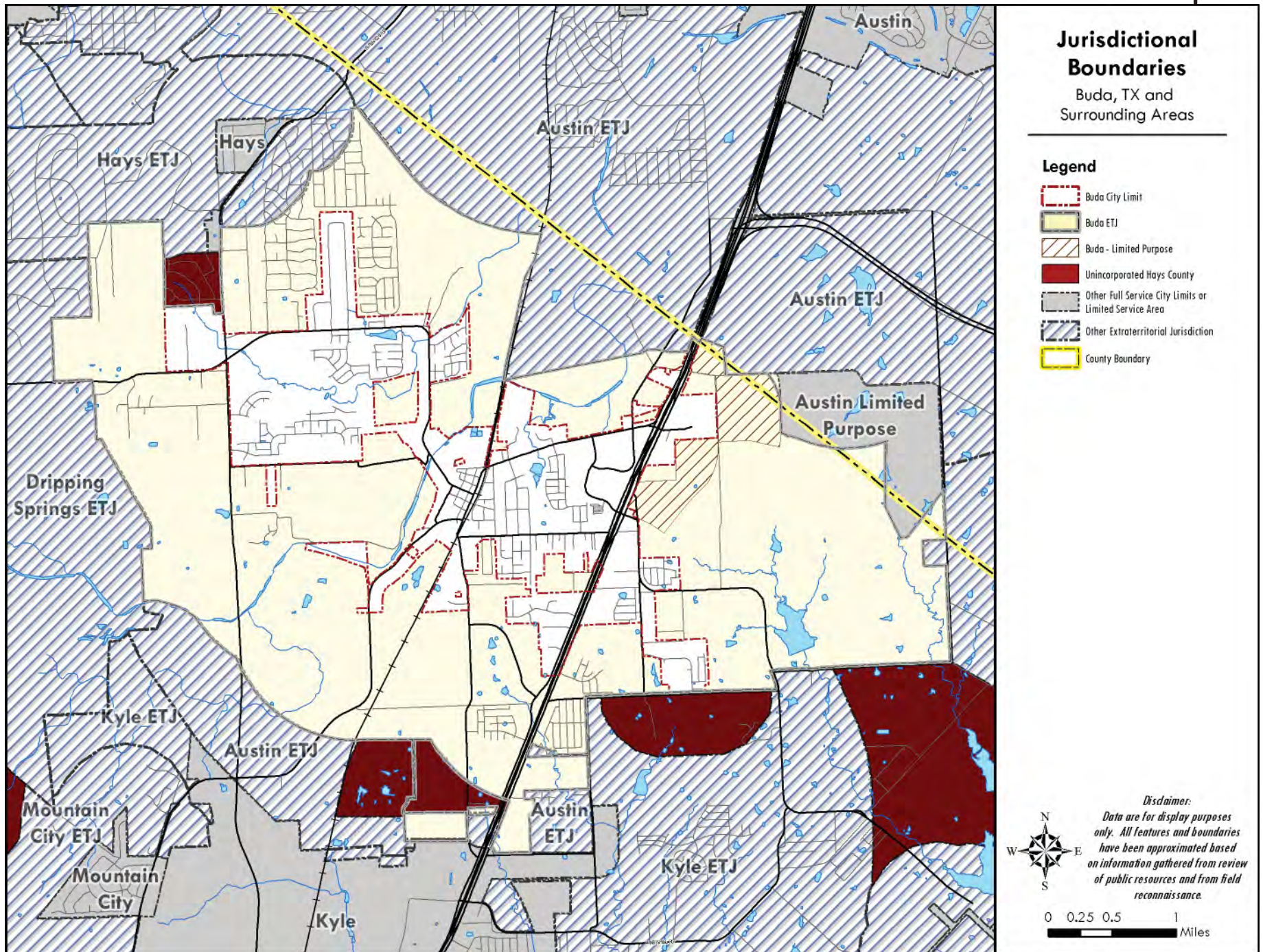
Austin also has territory in its ETJ south of Buda, between Buda's ETJ and Kyle's ETJ or city limit. In the past, Austin has transferred similarly situated properties to Buda's jurisdiction, and conversations with the City of Austin could result in the same for these areas as well.

While the current incorporated area and ETJ limits establish the formal study area of Buda 2030, the areas just beyond the ETJ were still included in the overall Future Land Development Plan.

de•fined

extraterritorial jurisdiction (ETJ)

the unincorporated land adjacent to the city's corporate limits that is not within any other city's municipality or ETJ. The size of a city's ETJ varies according to its population. Buda is a home rule city with a population of over 5,000, so its ETJ extends 1 mile from the city limits





STRENGTHS to preserve

1 STRENGTH
IDEA

2 STRENGTH
IDEA

3 STRENGTH
IDEA

4 STRENGTH
IDEA

STRENGTHS to preserve

What are the group's ideas to preserve Buda's strength?

1 STRENGTH *Small-Town Feel*

IDEA *Keep charm
Community events*

2 STRENGTH *Open Space*

IDEA *Maintenance*

3 STRENGTH *Downtown District (Historic)*

IDEA *More business opportunities*

STRENGTHS to preserve

What are the group's ideas to preserve Buda's strength?

1 STRENGTH *Small Town/ Sense of Community/ Historic down*

IDEA *Farmers market, public activities
music, movies at the park*

2 STRENGTH *Open Space/Parks*

IDEA *Splash pads in parks*

3 STRENGTH *Safety - EMS/Fire/Police/Like services*

IDEA

STRENGTHS to preserve

What are the group's ideas to preserve Buda's strength?

1 STRENGTH

IDEA

2 STRENGTH

IDEA

3 STRENGTH

IDEA

STRENGTHS to preserve

What are the group's ideas to preserve Buda's strength?

1 STRENGTH *Strong Community ties*

IDEA *Community events, volunteerism*

2 STRENGTH *Great*

IDEA *Keep it*

3 STRENGTH

IDEA

Attract unique businesses
Keep shops at home

Attract unique businesses
Keep shops at home

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BUDA COMMUNITY PROFILE

The Community Profile of the Buda 2030 is intended to give an overview of the historical and geographical context of Buda, as well as evaluate the existing conditions, historical aspects, and projected trends for growth. The purpose of this section is to document the current state of Buda, giving insight into the potential demand on city services and facilities and needs for the community. It also helps to identify opportunities and challenges Buda must consider in shaping how it grows.

Historical Context

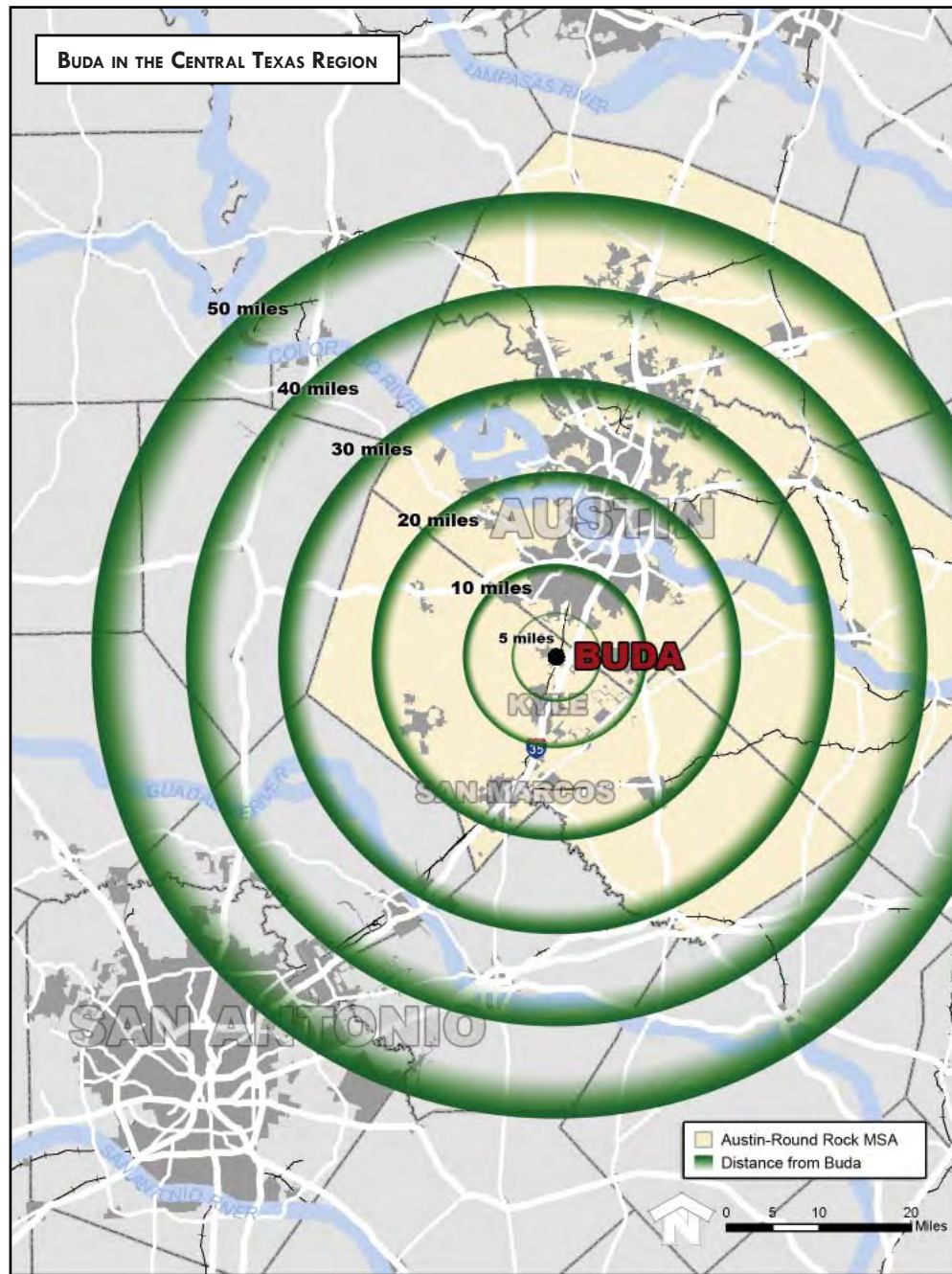
Buda was formally established on April 1, 1881, when Cornelia Trimble donated land for a town site at an International-Great Northern Railroad depot. Phillip J. Allen had settled the area, originally part of the Mexican land grant to Stephen B. von Eggleston, as early as 1846.

The first community in this part of the county, Mountain City, developed before the Civil War, but was rapidly depopulated as its residents and businesses flocked to the new rail depot, which took the name of DuPre. Folklore has it that this name originated in 1880, when, as the railroad pushed into Hays County, the postmaster at Mountain City approached a railroad official and requested, "Do, pray, give us a depot." In 1887, at the request of the post office department, the name was changed to Buda. The common explanation for the new name is that it derives from Spanish *viuda*, or widow. The town had gained a reputation as a popular eating stop for rail travelers, and the name may refer to a pair of widows who cooked at the Carrington Hotel in the 1880s.

The provision of supplies and services to surrounding dairy farms and ranches was the basis of the local economy, and at different times the community supported mills, hotels, banks, a lumberyard, two newspapers, a cheese factory, a movie theater, and a skating rink. In 1928 local businesses organized a chamber of commerce. Buda remained an active commercial center and railroad depot until the Great Depression.

In 1929 its population was estimated at 600, but by 1933 it fell to 300. Only in the mid-1980s, as the growth of Austin began to be felt in Buda, did its population once again approach pre-depression levels. The town was incorporated in 1948, and in 1967 Buda, Kyle, and Wimberley formed the Hays Consolidated Independent School District (only Buda and Kyle remained in the district after 1986). By the mid-1980s Buda had attracted a cement plant and some craft industry, but the community was still primarily rural and residential. Its population in 1990 was 1,795 and 2,404 by 2000.





Regional Context

Cities are influenced and shaped by regional physical, economic, and social forces. By recognizing its position in the region, and acknowledging and overcoming challenges, the city can benefit from regional opportunities.

The City of Buda is located in the greater Central Texas region, and is a city within the Austin-Round Rock Metropolitan Statistical Area (MSA). A MSA is formed around urbanized areas with a population of at least 50,000. It includes the central county containing the core, plus adjacent outlying counties that have a high degree of social and economic integration with the central county as measured through commuting. The Austin-Round Rock MSA includes Travis, Hays, Williamson, Caldwell, and Bastrop counties.

Buda is located in northern Hays County on IH 35. It is approximately 15 miles south of downtown Austin and 15 miles north of San Marcos. Recently, SH 45 opened, connecting Buda to SH 130, which runs east of Buda. Additionally, the Union Pacific railroad through downtown Buda is still active with freight rail carrying goods to the communities between Mexico and the Dallas/Fort Worth Metroplex and beyond. This rail line is also actively being considered for use by Lonestar Rail, a new commuter rail service from San Antonio to Austin.

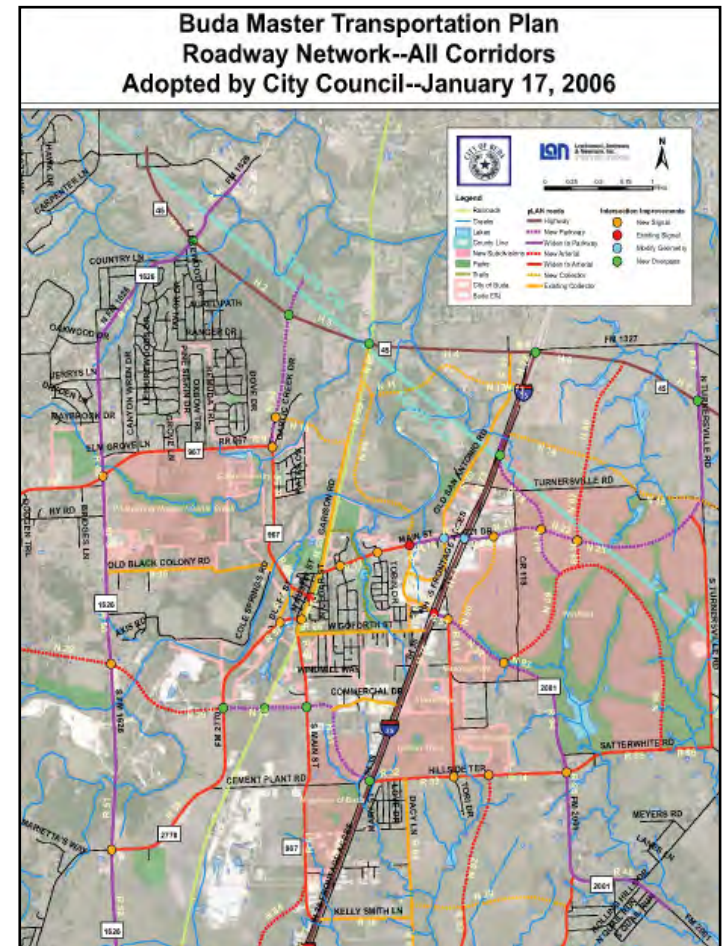
With two major highways among other major arterials and a railroad, Buda has benefitted from residential growth from commuters travelling to other nearby employment centers. The proximity to both Austin and San Marcos gives residents of Buda easy access to large marketplace areas. It is also ideally located for economic development as the area continues to grow in population. With the opening of SH 45 that connects to SH 130, there is an opportunity to capitalize on distribution and inter-port logistics opportunities.

2006 Master Transportation Plan

In January 2006 the City of Buda adopted a Master Transportation Plan that identifies immediate, short-term, and long-term needs for the roadway network. It evaluated current and future population densities as well as current and future employment densities based on projections prepared by the Capital Area Metropolitan Planning Organization (CAMPO). According to the projected growth of population and employment, employment density is expected to grow along the IH 35 corridor, as well as an area south of downtown and west of the interstate where the cement plant is located. Residential growth, or population growth, is expected to grow outside of the IH 35 corridor, primarily west of the interstate.

Based on the population and employment growth projections, the immediate needs established in 2006 were limited to areas west of the interstate. Short-term recommendations begin to address the needs east of town, and long-term projects address those areas in the Buda ETJ and regional connections to the surrounding communities. The Master Transportation Plan also identifies needs for intersection improvements such as new overpasses, new signals, or modifications to existing intersections.

Since 2006, there have been significant roadway improvements recommended in the Master Transportation Plan that have started construction, are nearing completion, or have been completed. These include:



SIGNIFICANT ROADWAY IMPROVEMENTS SINCE 2006			
Project Name	Description	Location	Timeframe
Main St, Cabela's Dr to IH 35	Widen from 2 lanes to 4-lane parkway	City of Buda	Nearing completion; underpass at IH 35 under construction
Truck Bypass, FM 2770 to IH 35	New 4-lane parkway for truck traffic	Buda ETJ	Complete from IH 35 to S Main St; bridge over IH 35 under construction
IH 35, SH 45 to Kyle Outer Loop	Convert service roads to one-way	City, ETJ, and outside of Buda	Complete in Buda
SH 45, IH 35 to Turnersville Rd (connect to SH 130 Toll)	New 6-lane toll road	Outside of Buda jurisdiction	Complete

Capital Improvements Program

Capital improvements are major purchases or improvements that generally have a life span of 10 or more years, or are those not normally funded through the City's operating budget. A capital improvement program manages the scheduling, planning, and execution of capital improvements over a period of time. Annually, the city identifies capital improvements that need to be funded, sets forth the estimated expenditures by year, and specifies the resources estimated to be available to finance the project.¹

In the City of Buda's Capital Improvements Program, the City has identified capital improvements worth \$107 million over the next five years (FY 2010-2011 through FY 2015-2016). These include Wastewater Projects, Purple Pipe Projects, Beautification Projects, Drainage Projects, Facility Projects, and Park Projects.² Many recommendations made in Buda 2030 have already been identified in the Capital Improvements Program, and the comprehensive plan is reinforcing their necessity.

Buda Downtown Charrette

In the summer of 2007, citizens, property and business owners, elected and appointed officials, and the City Staff of Buda gathered for a one day Charrette Planning Meeting to discuss the challenges facing the community in maintaining the historic charm and economic viability of downtown Buda. The charrette, which was facilitated by the Capital Area Council of Government, gave participants an opportunity to discuss and identify the strengths, weaknesses, opportunities, and threats to the area, and to graphically envision the future of downtown Buda.

The charrette was divided into three parts: (1) a presentation of other Texas downtowns, including Fredericksburg, Spring, and Bastrop to highlight what works and what doesn't; (2) working groups that discussed issues and recommendations related to land use and development, economic development, and sense of place; and (3) visioning exercise where groups graphically illustrated their vision for downtown by drawing in needed improvements or writing notations on the aerial.

¹ City of Buda, 2010, p. 94.

² City of Buda, 2011.

Some of the findings of this charrette include:

- * Determined that zoning of downtown discourages growth and redevelopment. Evaluate downtown zoning to ensure consistency with growth objectives for downtown, identify boundaries and relationships between commercial and residential areas, and explore using form-based zoning for downtown Buda.
- * Identified the target economic market for downtown Buda as tourists and weekend shoppers or visitors.
- * Suggested opportunities for connectivity and improvements to the sense of place such as sidewalks, trees, landscaping and streetscaping, outdoor eating areas, wayfinding signage and other pedestrian friendly elements.
- * Recommended increased connection with the city and residents to the events that occur downtown or near downtown.
- * Explored developing a Public Improvement District to fund downtown improvements.
- * Recommended a parking study to match parking demand with availability.
- * Suggested improving architectural standards and guidelines for new developments and historic renovations.
- * Identified flooding and drainage issues that need to be resolved

Given the recentness of this planning exercise, this report provided guidance on developing recommendations for the downtown Buda component of Buda 2030. While some improvements to the downtown have been funded and completed since 2007, many of the findings, issues, and recommendations are still valid. For example, the City still has limited revenue, so other viable financing mechanisms should be explored, such as tax increment finance districts or public improvement districts are viable. Also, current guidelines for renovation of historic properties and new developments in the historic district are vague, and there is need for more prescriptive guidelines.

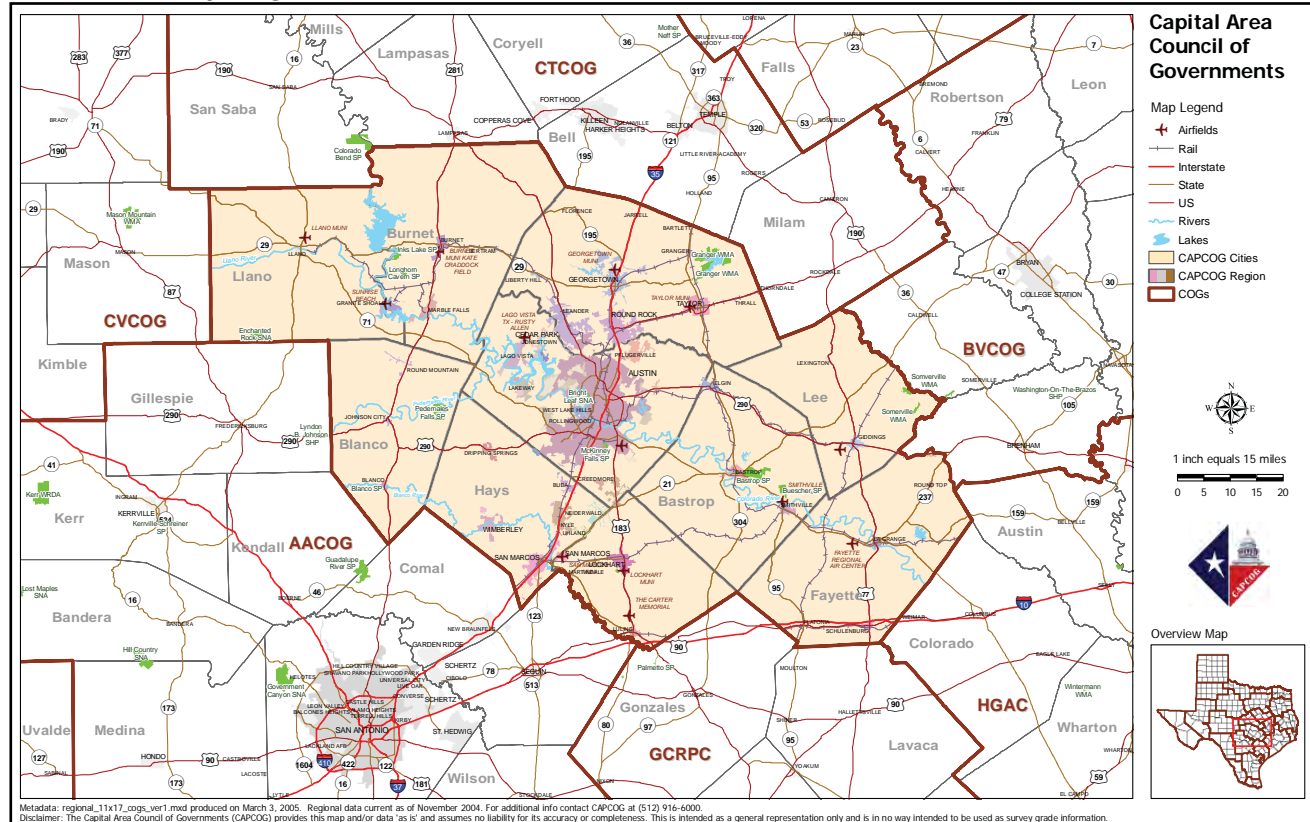
Regional Planning Efforts

There are a number of regional planning agencies of which Buda is a member. The goal of these agencies is generally to provide regional planning resources to other local governments and entities to better plan for their own community in a regional context. While there are innumerable agencies and entities engaged in regional planning, many of these are narrowly focused on a particular issue. Below is a discussion on two agencies that address the broader issues of growth in their regional planning efforts: Capital Area Metropolitan Planning Organization and Capital Area Council of Governments.

Capital Area Council of Governments (CAPCOG)

Councils of Governments are voluntary associations of counties, cities, and special districts formed under State law. They deal primarily with regional issues, or those issues that cross political boundaries and require regional attention, with the goal of making advocacy, planning, and coordination of these initiatives more effective and efficient. The CAPCOG region includes Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis, and Williamson counties.

CAPCOG Participating Counties and Jurisdictions



Capital Area Metropolitan Planning Organization (CAMPO)

Metropolitan Planning Organizations are federally-sanctioned regional planning agencies focused on planning for transportation needs. CAMPO is made up of 5 counties, including Bastrop, Caldwell, Hays, Travis, and Williamson counties.¹ They coordinate transportation planning efforts of local governments, TXDOT and other area transit agencies such as Capital Metro, CARTS, and other transportation providers in the area. CAMPO helps coordinate and appropriate the use of federal transportation funds within the region.

CAMPO 2035 Regional Transportation Plan - The CAMPO 2035 Plan is a federally-mandated regional transportation plan. The vision statement for CAMPO 2035 is “Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.”

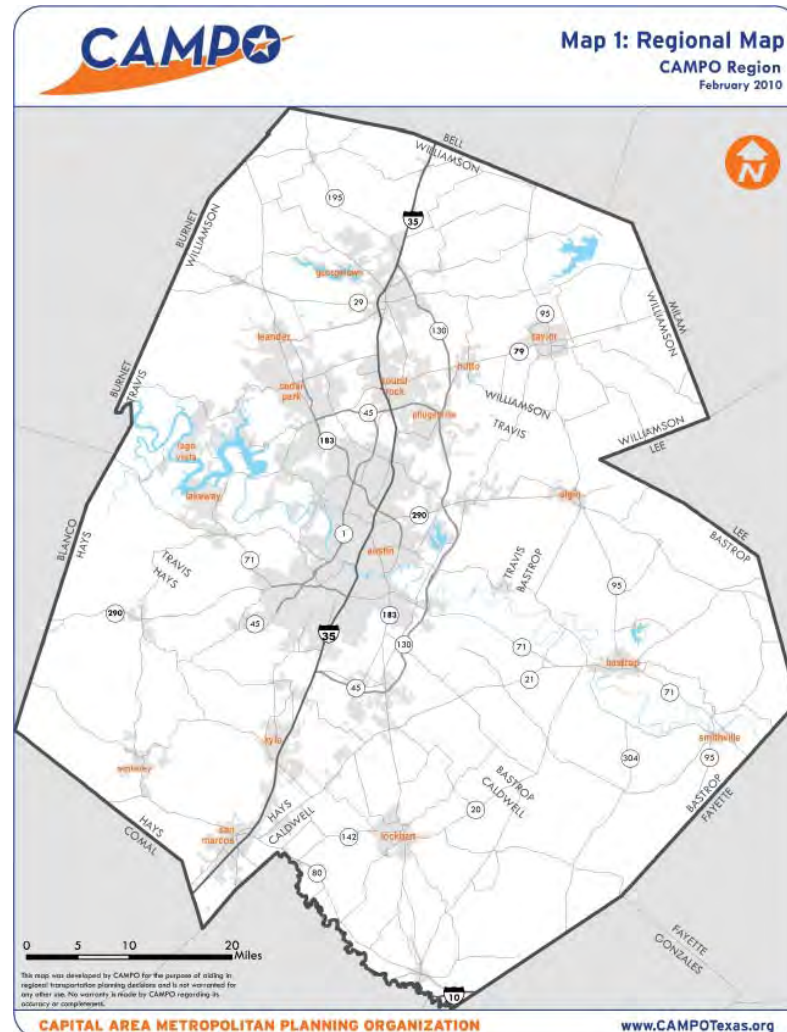
As described in the plan, it considers not only the movement of people and goods; it also coordinates with economic opportunities, environmental efforts, and improvements to quality of life. It seeks to balance these elements in order to create an efficient transportation system in Central Texas.

Development of CAMPO 2035 recognized transportation is often the determinant of the pattern of growth. Based on this understanding, rather developing the plan based on past growth trends (as it has done historically), CAMPO 2035 instead developed alternative growth patterns and examined them based on their impact on the regional transportation network. According to the document, “this plan has been developed with the assumption that we may no longer be able to afford to invest in major regional infrastructure as we have in the past.”

Three growth scenarios were developed, ranging from continuation of current trends to a “centers” scenario of increased density in activity nodes across the region. This approach acknowledges that market conditions may result in

a continuation of past trends, but that other regional planning initiatives have encouraged the development of activity centers across the region. Buda is identified as a small center.

CAMPO 2035 not only identifies the priorities for investments to the regional transportation system; it also provides local governments with a valuable toolbox of information and resources on different components of the regional transportation system.



¹ Bastrop and Caldwell counties were included in the MPO area in 2010.

Central Texas Greenprint for Growth

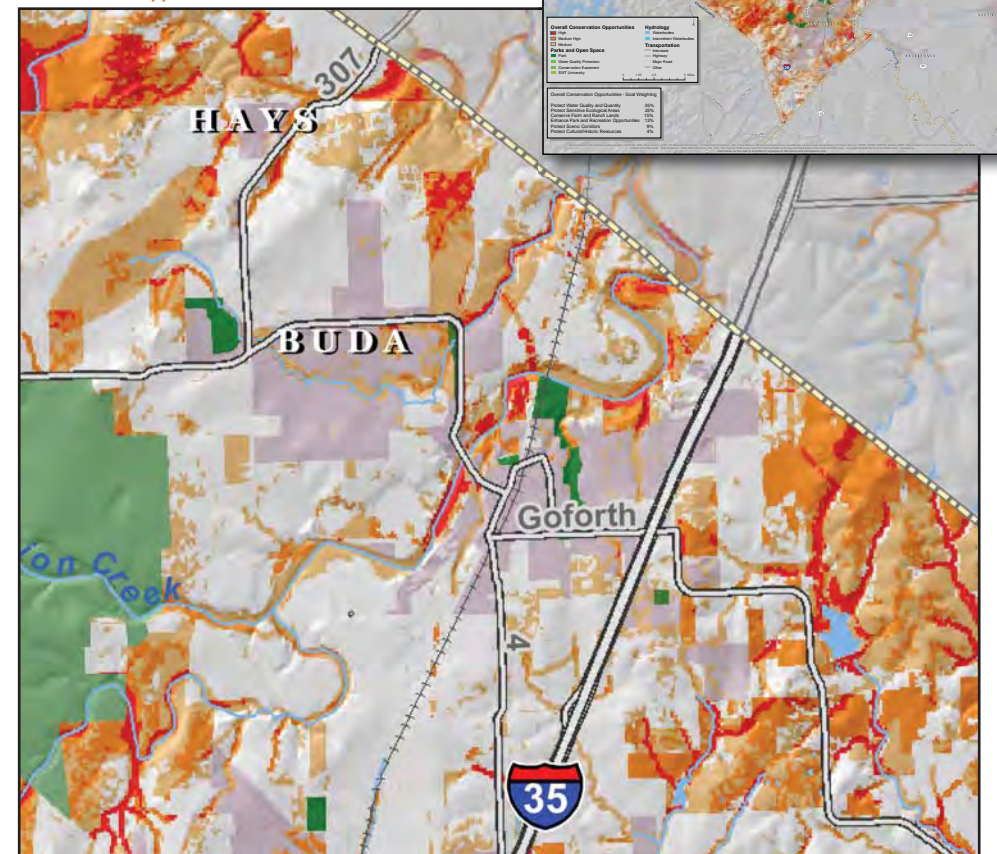
In 2009, the Central Texas Greenprint for Growth was developed through a partnership among The Trust for Public Land, Capital Area Council of Governments, and Envision Central Texas. The area includes Bastrop, Caldwell, and Hays Counties. Travis County Greenprint for Growth was completed in 2006 and the Central Texas Greenprint report incorporates those results. The process brought together communities of this area, including residents and property owners, business owners, local experts, city and county leaders, and other stakeholders that represented interests of the region.

The Central Texas Greenprint for Growth aims to accomplish the following key conservation goals:

- * Protect water quality and quantity
- * Protect sensitive ecological areas
- * Preserve farm and ranch lands
- * Enhance recreational opportunities
- * Protect cultural resources and historic sites
- * Protect scenic corridors and viewsheds

Based on unique ranking systems for the conservation goals each county defined, opportunities for conservation were mapped and a regional composite map was created to highlight those lands that met overlapping conservation goals. The model assigned “weights” based on the stakeholder groups to allow some goals to have more emphasis on the overall priorities than others. In Hays County, the goal with the highest priority weight is protection of water quality and quantity, followed by protection of sensitive ecological areas. Ultimately, the Greenprint for Growth composite map “identifies the high priority areas for conservation that meet ecosystem protection goals, local open space and park needs, and help realize the over arching vision of sustainable growth in Central Texas.” The map to the right illustrates the Overall Conservation Opportunities in Hays County.

Central Texas Greenprint for Growth,
Conservation Opportunities for the Buda area.



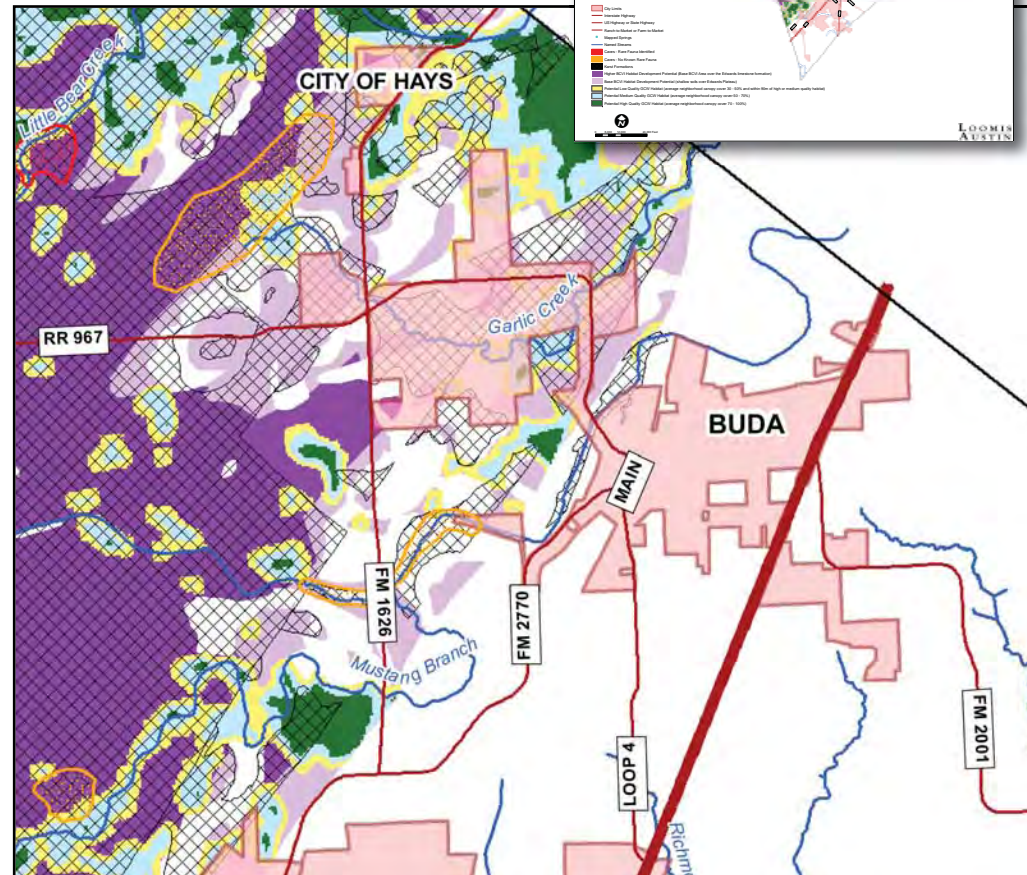
Source: Trust for Public Land, Central Texas Greenprint for Growth

Hays County Regional Habitat Conservation Plan

The Hays County Regional Habitat Conservation Plan (RHCP) is one of two regional documents that identify opportunities for land conservation and habitat protection of the region's federally endangered birds: the golden-cheeked warbler and the black-capped vireo. The RHCP was developed in connection with Hays County's application for an Endangered Species Act (ESA) incidental take permit, which authorizes the take of these species based on a conservation banking program of assembling between 10,000 and 15,000 acres of preserved land to mitigate and manage.

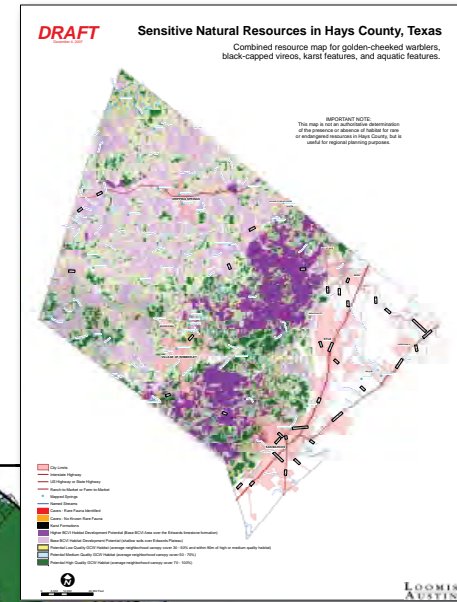
The purpose of this plan is to coordinate the demands of both growth and land conservation in an efficient and streamlined method. The RHCP identifies that the projected growth of the County over the next 30 years could result in the loss of approximately 25,000 acres of potential habitat for the two endangered birds. The ESA allows for the "taking" of certain species and their habitats by creation of a conservation plan and obtaining an incidental take permit from the U.S. Fish and Wildlife Service. This process is extremely timely and costly to a private property owner. The RHCP will allow the County and other public and private entities to obtain an incidental take permit in a more efficient, streamlined, and timely manner.

This habitat conservation plan is anticipated to have broader environmental and planning impacts that will benefit the region and local governments. It is compatible with other County initiatives to protect open spaces, and will create opportunities for nature-based recreational uses and contribute to water quality protection by permanently protecting large blocks of open space. Moreover, by coordinating conservation planning with a long-term focus over a regional scale, there are better opportunities for conservation in a rapidly changing landscape such as long-term protection and management of natural resources vital to the health of the Hill Country ecosystems such as wildlife, woodlands, and water.



Sensitive Natural Resources in the Buda area.

Source: Loomis Austin, Hays County Habitat Conservation Plan



POPULATION TRENDS & PROJECTION

Establishing a base population for today is probably the most critical yet challenging tasks of developing a comprehensive plan. It is the foundation from which the projection of population growth extends and influences the demand and needs for future services.

This chapter examines historical growth in Buda, reviews recent growth trends since 2000, and establishes a potential population projection range for this Comprehensive Plan Update. The U.S. Census Bureau is the primary source for population estimates used by government entities across the nation. Not only does the U.S. Census Bureau estimate the population, but they also collect detailed characteristics of population that often have planning implications affecting comprehensive plans.

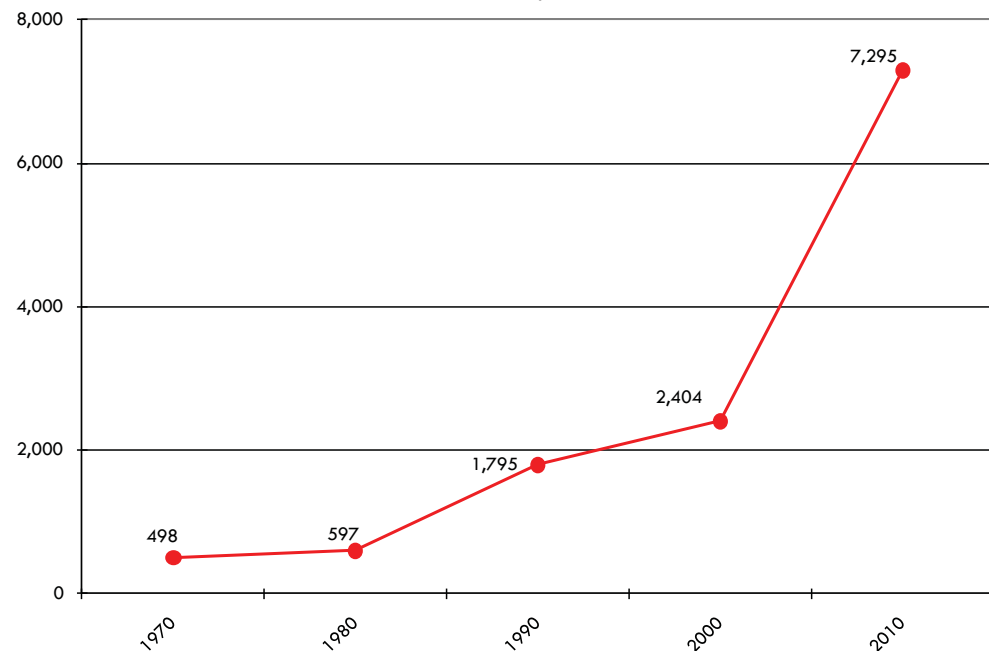
However, the U.S. Census does not provide future population projections. There are several sources that project population for Central Texas, which were used to evaluate the projected population growth of Buda. Overall, resources for this evaluation include the U.S. Census Bureau, Texas State Data Center (TXSDC), Capital Area Council of Governments (CAPCOG), Texas Water Development Board (TWDB), and ESRI Demographics (ESRI).

Historical Growth

Buda's growth has in large part occurred in the past three decades. In 1970, Buda still had a population of 498, which grew to 597 in 1980. During the 1980s Buda experienced immense growth in population, and in 1990 population was estimated at 1,795 persons and 2,404 in 2000, as shown in the chart below. Over time, Buda's share of the population in Hays County has grown as both the county and city experience an increase in population.

Part of this population growth is explained by the expansion of the city limits. Between 1980 and 2010 the city has grown from 420 acres in 1980 to 3,308 in 2010. Even in just this past decade, the city doubled in size (land area). However, abundant undeveloped land and proximity to Austin was a significant influence on population growth, which continues today.

**HISTORICAL POPULATION GROWTH IN THE CITY OF BUDA, TX
DECENNIAL ESTIMATES, 1970-2010**





Current Growth Trends

Growth has continued in Buda through the first decade of the millennium. As housing costs increase in Austin, more and more people are moving southward into Buda and Kyle. Buda has an abundant amount of undeveloped land, and its proximity to Austin makes it an ideal location to live in Buda and still work in Austin.

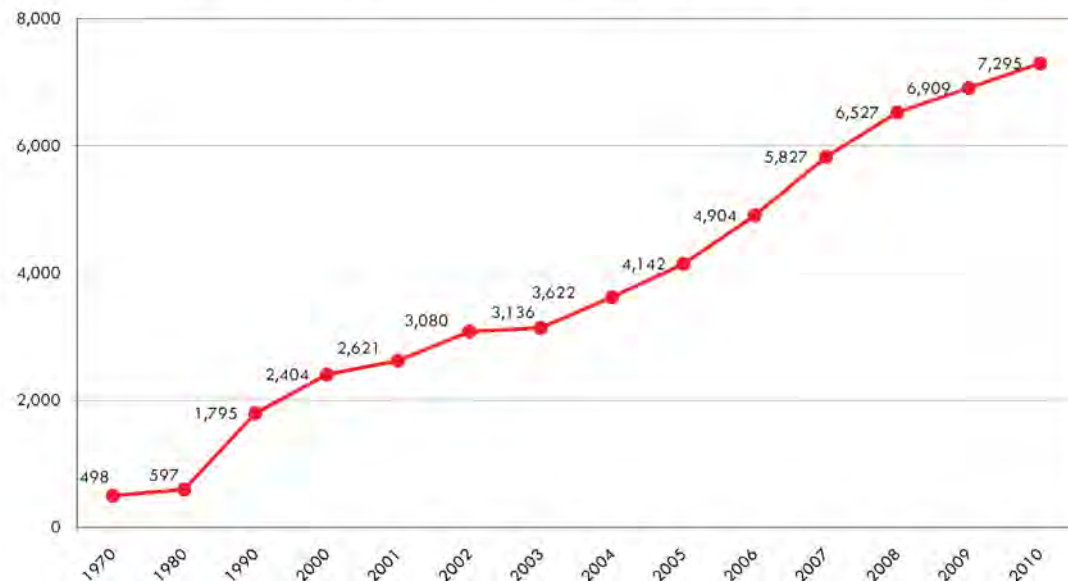
Since 2000, Buda has grown 203.5% and in 2010 had a population of approximately 7,295. During this period, Buda's average annual compound growth rate was 13.1%, ranging from a low of 1.8% in 2003 to a high of 18.8% in 2007. Comparatively, Hays County grew 61.0% over the 10-year period, averaging 5% each year.

Because Buda's growth outpaced the growth of the entire county, Buda's share of the total population of Hays County also increased, from 2.5% in 2000 to 4.6% in 2010. Moreover, between 2000 and 2010, Buda has captured an average of 8.3% of the growth in Hays County. This capture rate has increased in recent years, and since 2004 Buda has captured 10.1% of the growth. This evaluation of growth in Buda as compared to Hays County and other cities across central Texas reinforces the real growth pressures Buda faces today and over the next decade.

HISTORICAL POPULATION GROWTH, CITY OF BUDA AND HAYS COUNTY, 1970-2010

	Buda		Hays Co		Buda Share of Total Population	Buda's Capture of Growth
	Total Population	Annual Growth Rate	Total Population	Annual Growth Rate		
2000	2,404	3.4%	97,589	4.9%	2.46%	1.90%
2001	2,621	9.0%	104,856	7.4%	2.50%	2.99%
2002	3,080	17.5%	110,938	5.8%	2.78%	7.55%
2003	3,136	1.8%	115,967	4.5%	2.70%	1.11%
2004	3,622	15.5%	120,586	4.0%	3.00%	10.52%
2005	4,142	14.4%	126,206	4.7%	3.28%	9.25%
2006	4,904	18.4%	133,913	6.1%	3.66%	9.89%
2007	5,827	18.8%	139,699	4.3%	4.17%	15.95%
2008	6,527	12.0%	147,555	5.6%	4.42%	8.91%
2009	6,909	5.9%	151,664	2.8%	4.56%	9.30%
2010	7,295	5.6%	157,107	3.6%	4.64%	7.09%
2000-2010 Total Growth:		203.5%			Average Annual	8.26%
Average Annual Growth Rate:		11.7%			Capture Rate:	

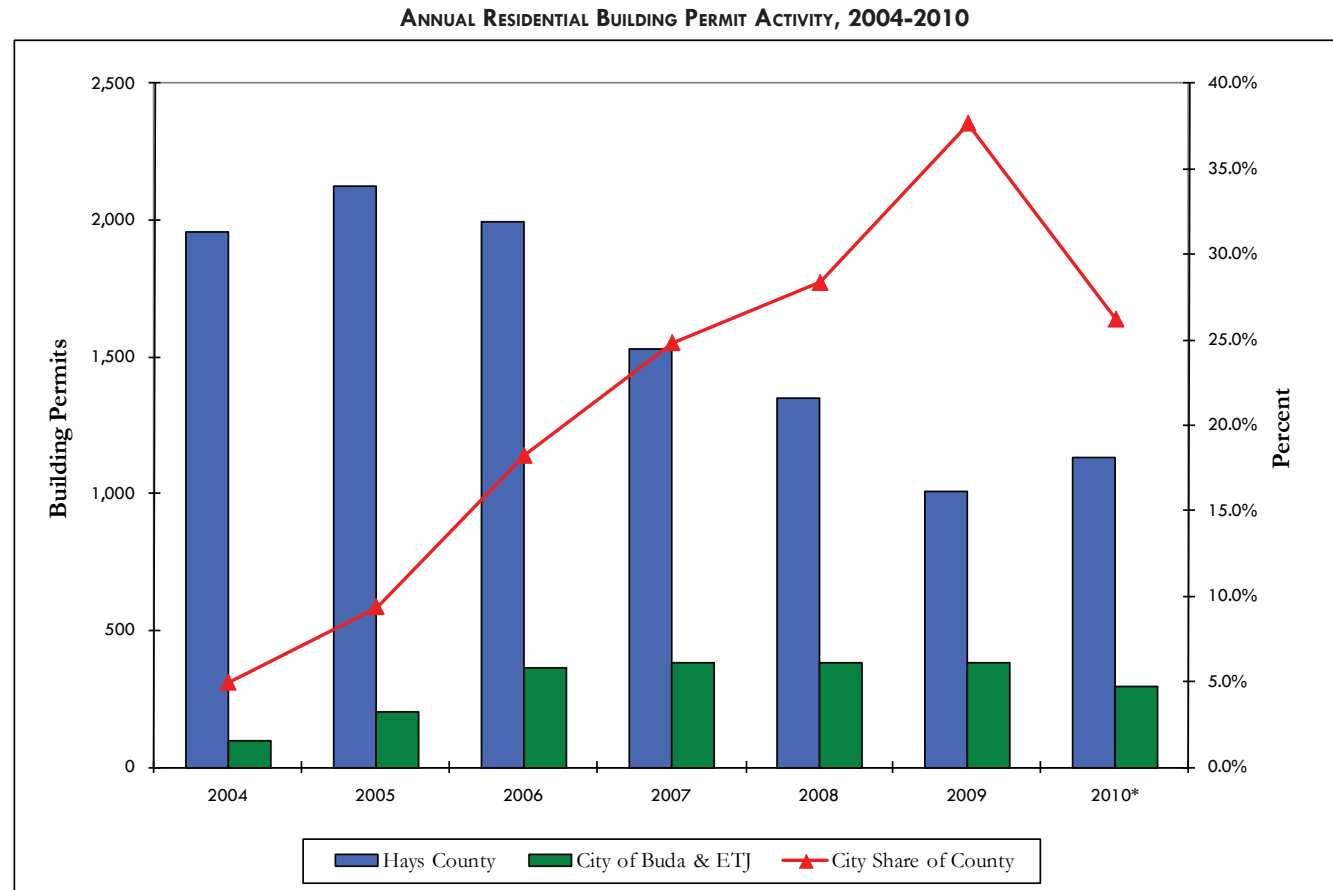
Historical Population Growth in City of Buda, TX



Source: 1970-2010 decennial estimates from U.S. Census Bureau; 2001-2009 annual estimates from Texas State Data Center, Population Estimates

An evaluation of building activity provides evidence of continued growth in Buda. Buda began tracking its building permit activity in 2004. Between 2004 and 2006, building permit activity grew quickly, from 97 new residential building permits in 2004 to 363 in 2006. Since 2006 the market has generally slowed building activity regionally; however, it has remained stable in Buda. The chart below illustrates building permit activity for single-family homes in Buda and its ETJ compared to building permit activity

in Hays County as a whole. While generally building permitting in Hays County has declined over the past five years, it has remained steady in Buda, and the City's share of building activity in the county has increased to nearly 40% in 2009. In 2010, Buda's share of building permits in Hays County declined as building activity increased throughout the rest of the county. Still, building in Buda accounts for over 25% of that occurring in the county.



* Building permits issued by the City of Buda declined in 2010 to 296, nearly 100 less than the previous year.



Much of the recent growth in the area has occurred in Buda's ETJ, which is typically not represented in U.S. Census estimates. However, it is important to know the current and future population of the ETJ in order to understand future demand for infrastructure and municipal services in these areas. As indicated by the growth of residential subdivisions, there are a significant number of people living in Buda's ETJ that are not included in the U.S. Census estimates for the City of Buda.

ESRI Business Analyst Online prepares population and demographic estimates for user-defined geographic areas. For the area that includes both the city and ETJ, ESRI

estimates the population in 2010 is 12,579. This represents an additional 5,000 people that Buda must take into account in its plan for the future.

The table below lists the subdivisions platted in Buda and its ETJ. Excluding Sunfield MUD, nearly half of the platted residential lots are located in Buda's extraterritorial jurisdiction. Sunfield MUD is expected to add nearly 7,000 new homes in Buda's ETJ. Many of these areas are already included in the city's annexation plan, and some areas, like Sunfield MUD have annexation agreements to incorporate as they are built out.

MAJOR RESIDENTIAL SUBDIVISIONS IN THE CITY OF BUDA AND BUDA ETJ					
Subdivision Name	Location	Total Lots Platted	Subdivision Name	Location	Total Lots Platted
Ashford Park	City	115	Cimmaron Acres	ETJ	27
Bonita Vista	City	146	Cimmaron Park	ETJ	328
Bradfield Village	City	214	Coves of Cimmaron	ETJ	314
Creskide Park	City	261	Hillside Terrace	ETJ	300
Cullen Country	City	210	Leisurewoods	ETJ	300
Double R Ranch	City	46	Marlboro Country	ETJ	73
Elm Grove	City	105	Meadows at Buda	ETJ	507
Garlic Creek West	City	385	Old West Trail	ETJ	58
Green Meadows	City	279	Pinafore	ETJ	38
Lifschutz	City/ETJ	78	Shady Grove	ETJ	24
Meadow Park	City	100	Southern Woods	ETJ	41
Old Town	City	~223	Stonefield	ETJ	708
Oxbow Trails	City	78	Sunfield MUD	ETJ	6,971
Sequoyah	City	123			
Stoneridge	City	293			
Village at Buda	City	24			
Whispering Hollow	City	578			
Total Platted Lots in Buda City Limits		3,256	Total Platted Lots in Buda's ETJ (Total excluding Sunfield MUD)		9,689 2,718

Future Growth Potential

Growth is expected to continue in Buda, and already the signs exist of near-term growth. Larger developments are planned, platted, and under construction in and around Buda, indicating further demand for growth.

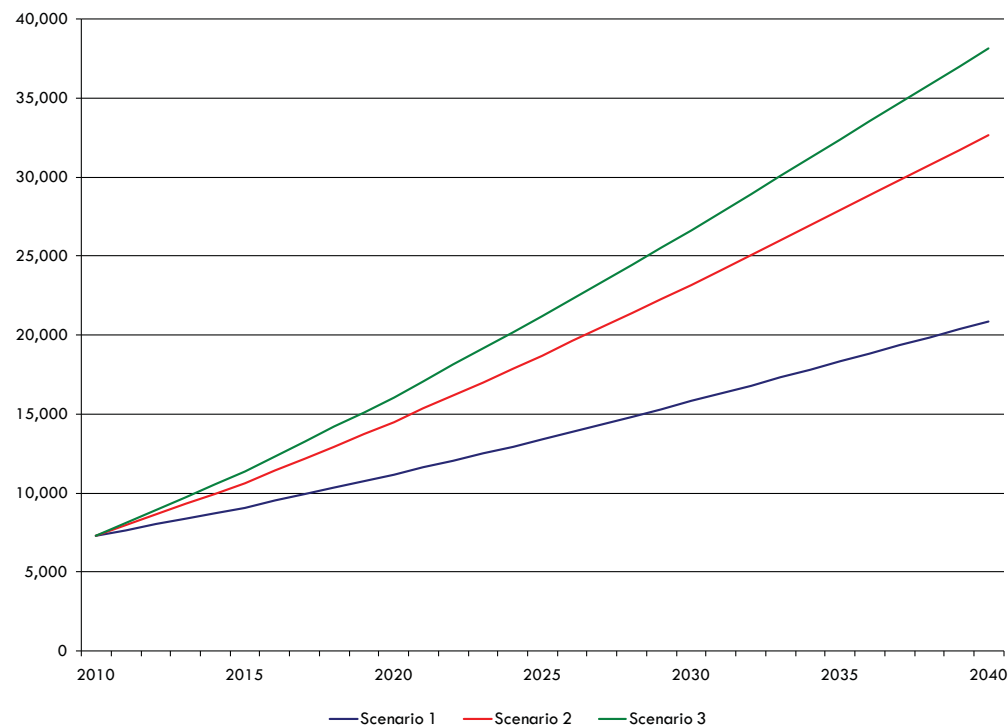
The forecasts developed here are based on a population projection developed for Hays County by the Texas State Data Center and extrapolated from the 2010 population estimate for the City of Buda of 7,295. Three approaches to project the population in Buda were conducted.

Scenario 1 is based on the assumption that Buda will grow at the same rate as Hays County, based on projections prepared by the Texas State Data Center. Based on this scenario, Hays County will grow at an annual rate of 4.2%

or lower over the next 30 years. Scenario 1 only takes into consideration the growth of Hays County as applied to Buda, and does not account for the aggressive growth experienced specifically in Buda.

Scenarios 2 and 3 take into account the historical growth experienced by Buda, which was higher than the county as a whole. Scenario 2 and 3 are based on Buda's historical "capture" of the growth in Hays County. A capture rate was calculated based on historical growth of both Buda and Hays County, and then applied to the population projection for Hays County to calculate Buda's projected population. Scenario 2 uses a capture rate of 8.3%, the average capture rate between 2001 and 2010, and Scenario 3 uses an average capture rate of 10.1%, the rate between 2004 and 2010 when growth in Buda was more aggressive.

GROWTH PROJECTION FOR CITY OF BUDA, 2010-2040



DEMOGRAPHIC INFORMATION

The demographic information illustrated below represents the characteristics of the population, households, and workforce for the entire study area, which includes **both the city of Buda and its surrounding ETJ**. Because the U.S. Census Bureau does not have this detailed information for the entire study area, this data was obtained from ESRI Demographics, which prepares population and demographic estimates for user-defined geographic areas. At the time of this study, this information was only available through 2009.

On the following pages, a variety of more specific demographic characteristics are evaluated. Each section of demographic information includes an evaluation of the trends of that characteristic over time within Buda as well as a comparison of Buda with other cities in Central Texas. Demographic characteristics examined include:

- * Age and gender of the population
- * Racial and ethnic characteristics of the population
- * Household characteristics, including household size, vacancy rate, own vs. rent, and income

Tapestry Segments

One way of evaluating demographics of a city is to study the demographic profile of Buda, or tapestries, which take into account not only age, but education level attainment, race, occupation type, income level, and retail expenditure habits. There are 65 tapestry segments, as well as 12 LifeMode groups and 11 Urbanization groups into which the tapestry segments can be summarized. LifeMode summary groups are based on lifestyle or lifestage composition, and Urbanization summary groups are based on geographic and physical features such as density, size of city, etc. Analyzing the tapestry segments of Buda and classifying the population of Buda in this way can give insight into the characteristics and potentially the needs and demands of the residents of Buda. The top four tapestry segments in Buda are:

Sophisticated Squires. Approximately 49.7% of Buda's population falls into this tapestry segment. Sophisticated Squires are typically middle-aged married-couple families that live in less densely populated areas. More than 40% of the

households are married couples with children. Nearly 1/3 of the population aged 25 years or older in this segment have a bachelor's or graduate degree, and most of the people in this segment work in white-collar jobs. This segment has a high rate of homeownership, with most residents living in newer single-family homes.

Up and Coming Families. Approximately 27.0% of Buda's population falls into this tapestry segment. Up and Coming Families represents the second highest household growth market, and the youngest within affluent family markets. The profile for these neighborhoods is young, affluent families with young children. Residents of Up and Coming Families make above-average incomes, and while half of these households have children, both parents work. This segment has a high rate of homeownership, with most residents living in new single-family homes located in suburban outskirts of mid-sized metropolitan areas. The homes are newer, with more than half of the housing units being built within the last 10 years.

Milk and Cookies. Approximately 12.9% of Buda's population falls into this tapestry segment. Milk and Cookies households are composed mainly of young, affluent married-couples who are starting their families or have young children. Approximately half of the households include children. The median age for this market is 34 years. Residents prefer single-family homes in suburban areas, and housing units are generally 20-30 years old. Families with two or more workers, more than one child, and two or more vehicles is the norm for this market.

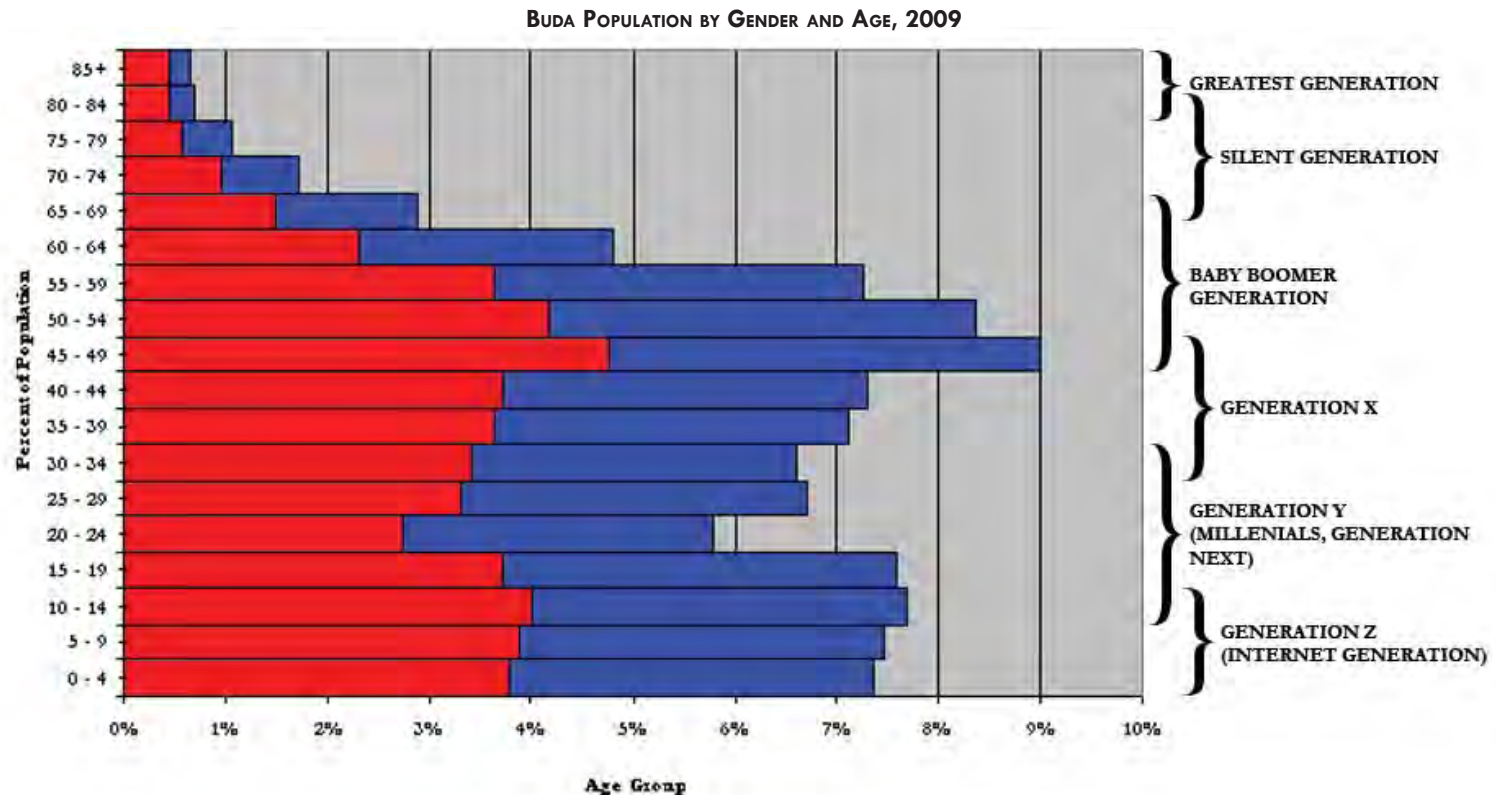
Crossroads. Approximately 10.3% of Buda's population falls into this tapestry segment. The Crossroads segment includes a mix of young married couples with and without children. The median household income is slightly below the U.S. median and educational attainment is lower than the U.S. average. Most are employed in manufacturing, retail, construction, and service industries. Affordable housing provides opportunities for young families in this segment to own their own home. Homeownership is 74% and the median home value is much lower than the U.S. median. More than half of the housing is mobile homes while 36% are single-family dwellings.

Age and Gender Characteristics

Evaluating the population by age helps the city understand what the needs and lifestyles are of the residents of the city. Generally, the Buda population is dominated by Generation X and younger Baby Boomer generations. This population, which is roughly between the ages of 25 and 59, accounts for over half of the population in Buda. The largest population segment is between the ages of 45 and 54, accounting for 17.4% of the population.

BUDA POPULATION BY AGE DISTRIBUTION TREND: CITY OF BUDA & ETJ, 1990-2009			
	1990	2000	2009
Total Population	5,041	7,342	10,665
Distribution by Age Group			
Age 0-19	37.1%	34.3%	30.1%
Age 20-39	34.5%	27.4%	26.2%
Age 40-64	23.5%	33.0%	36.7%
Age 65+	5.0%	5.3%	7.0%
Note: Data for incorporated area as well as extraterritorial jurisdiction			

Source: ESRI Demographics, Age by Sex Profile, Buda City & ETJ, 2009





In 2010, the median age for persons living in the City of Buda was 33.1. It is higher than the average for Hays County (31) and lower than the State of Texas (33.6). Buda has an somewhat older population than many other nearby cities - Kyle's median age in 2010 was 28.9 and San Marcos had a median age of 23.1. The table to the right is a comparison of Buda's age distribution with other jurisdictions in the Central Texas region, the United States, State of Texas, and Hays County.

POPULATION BY AGE COMPARISON, 2010						
	Total Population	Age 0 - 19	Age 20-39	Age 40-64	Age 65+	Median Age
United States	308,745,538	27.0%	26.8%	33.2%	13.0%	37.2
State of Texas	25,145,561	30.3%	28.6%	30.7%	10.3%	33.6
Hays County	157,107	29.6%	32.9%	29.0%	8.5%	31
Austin	790,390	25.6%	39.9%	27.5%	7.0%	29.6
Buda	7,295	32.2%	30.9%	30.1%	6.8%	33.1
Cedar Park	48,937	32.8%	29.8%	30.7%	6.7%	33.4
Creedmoor	202	26.2%	18.8%	43.6%	11.4%	42.8
Dripping Springs	1,788	30.3%	22.1%	35.0%	12.6%	37.8
Georgetown	47,400	23.8%	21.7%	28.7%	25.7%	44
Hays (city)	217	19.8%	17.5%	43.8%	18.9%	48.1
Hutto	14,698	38.7%	36.6%	21.5%	3.2%	28.9
Kyle	28,016	35.9%	34.6%	25.3%	4.2%	30.2
Leander	26,521	36.6%	30.4%	28.1%	4.9%	31.4
Lockhart	12,698	27.8%	28.6%	31.2%	12.4%	35.7
Manor	5,037	38.0%	32.5%	24.3%	5.2%	29.5
Mountain City	648	27.0%	15.6%	47.8%	9.6%	45.3
Mustang Ridge	861	33.1%	22.3%	35.0%	9.6%	35.6
Niederwald	565	28.3%	25.1%	35.9%	10.6%	38
Pflugerville	46,936	33.0%	28.0%	33.0%	6.0%	33.8
Round Rock	99,887	33.5%	31.2%	30.0%	5.4%	32
San Marcos	44,894	25.8%	52.4%	15.2%	6.7%	23.1
Umland	1,014	37.8%	28.5%	28.2%	5.5%	28.7

Note: Data for incorporated areas only.

Source: U.S. Census Bureau, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data.

Racial and Ethnic Characteristics

The 1990 and 2000 Census and more recent population estimates illustrate that Buda is primarily white; however, Buda also has a growing Hispanic population, with the Hispanic population growing from 18.7% in 1990 to 33.4% in 2009. The U.S. Census considers Hispanic or Latino an ethnicity and not a race.

The table below portrays racial and ethnic distribution for the State of Texas, Hays County, and other municipalities in Central Texas. While Buda is slightly less diverse in both race and ethnicity than the rest of the State of Texas and Hays County, it is more diverse than some of the other communities in Central Texas. The non-white population (race) ranges from 6.7% in Mountain City to 46.8% in Manor. The Hispanic and Latino population of nearby communities ranges from 8.2% in the City of Hays to 52.3% in Kyle.

POPULATION BY RACE AND ETHNICITY TRENDS: CITY OF BUDA & ETJ, 1990-2009				
		1990	2000	2009
Total Population		5,037	7,342	10,661
Racial Distribution	% White	88.8%	82.4%	79.3%
	% Black	1.8%	1.5%	1.8%
	% American Indian	0.5%	0.6%	0.7%
	% Asian	0.7%	0.8%	1.0%
	% Pacific Islander	0.0%	0.1%	0.1%
	% Other	6.9%	12.4%	14.6%
	% Multiple Races	1.3%	2.2%	2.6%
% Hispanic or Latino Ethnicity		18.7%	28.6%	33.4%
Note: Data for incorporated area as well as extraterritorial jurisdiction				

Source: ESRI Demographics, 1990-2000 Comparison Profile, Buda City & ETJ
ESRI Demographics, Age by Sex by Race Profile, Buda City & ETJ, 2009

POPULATION BY RACE AND ETHNICITY COMPARISON, 2010						
	Total Population	Racial Distribution				% Hispanic or Latino Ethnicity
		% White	% Black	% Asian	% Other Race ¹	
United States	308,745,538	72.4%	12.6%	4.8%	10.2%	16.3%
State of Texas	25,145,561	70.4%	11.8%	3.8%	13.9%	37.6%
Hays County	157,107	80.7%	3.5%	1.2%	14.7%	35.3%
Austin	790,390	68.3%	8.1%	6.3%	17.3%	35.1%
Buda	7,295	84.5%	2.9%	1.2%	11.4%	35.4%
Cedar Park	48,937	81.4%	4.3%	5.1%	9.3%	19.0%
Creedmoor	202	69.3%	0.0%	0.0%	30.7%	56.4%
Dripping Springs	1,788	81.5%	0.9%	0.1%	17.5%	29.1%
Georgetown	47,400	86.2%	3.7%	1.0%	9.1%	21.8%
Hays (city)	217	94.5%	1.4%	0.5%	3.7%	14.7%
Hutto	14,698	71.9%	14.3%	1.4%	12.4%	30.8%
Kyle	28,016	74.5%	5.6%	1.1%	18.8%	46.3%
Leander	26,521	80.2%	4.8%	2.4%	12.6%	24.5%
Lockhart	12,698	73.0%	9.4%	0.4%	17.2%	51.1%
Manor	5,037	45.6%	27.6%	1.5%	25.3%	47.5%
Mountain City	648	90.9%	0.3%	0.8%	8.0%	22.4%
Mustang Ridge	861	73.5%	1.4%	0.6%	24.5%	63.9%
Niederwald	565	78.2%	2.1%	0.4%	19.3%	45.1%
Pflugerville	46,936	64.1%	15.5%	7.4%	13.0%	27.7%
Round Rock	99,887	70.8%	9.8%	5.2%	14.3%	29.0%
San Marcos	44,894	78.5%	5.5%	1.6%	14.5%	37.8%
Umland	1,014	68.1%	2.5%	0.8%	28.6%	61.2%
Notes: ¹ Other Race includes American Native or Alaska Native, Native Hawaiian and other Pacific Islander, other races, and people of two or more races. Data for incorporated areas only.						

Source: U.S. Census Bureau, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data.

Household Characteristics

Since 1990, the average household size in Buda has declined from 3.16 persons per household to 2.89 persons. Likewise, between 1990 and 2000, the share of households that were occupied by people living alone increased to 12.9% in 2000. Moreover, renter occupied housing increased significantly in the most recent decade, from 10.9% to 17.5%, likely due to the construction of two new large apartment communities in Buda. Finally, the median home value of owner-occupied homes in Buda has risen by 120% since 1990. This is most likely because of the rise in new housing starts and that a significant amount of the housing stock in Buda is new.

BUDA HOUSEHOLD CHARACTERISTICS TRENDS: CITY OF BUDA & ETJ, 1990-2009			
	1990	2000	2009
Total Housing Units	1,744	2,539	3,930
Median Household Size	3.16	3.01	2.89
Single-Person Home	10.6%	12.9%	-
Occupied	1,595	2,437	3,692
% Vacant	8.5%	4.0%	6.1%
% Owner Occupied	82.8%	89.1%	82.5%
Median Home Value	\$89,833	\$136,344	\$198,277
% Renter Occupied	17.2%	10.9%	17.5%
Median Rent	\$338	\$475	-
Median Household Income	\$44,875	\$61,643	\$77,597
Note: Data not available in 2009 for Single-Person Home and Median Contract Rent; Data for incorporated area as well as extraterritorial jurisdiction			

Source: ESRI Demographics, 1990-2000 Comparison Profile, Buda City & ETJ
ESRI Demographics, Housing Profile, Buda City & ETJ, 2009

The tables below presents housing characteristic trends for the Buda study area as well as how Buda compares to other communities in Central Texas, Hays County, the State of Texas, and the United States. Compared to neighboring communities:

- * Buda has a higher than average median home value over neighboring communities. This is most likely because of the increase in new home starts and that a significant amount of the housing stock is new.
- * Buda has a lower than average median rent than neighboring communities.
- * Buda has a lower vacancy rate than neighboring communities, indicating strong absorption of housing units.
- * Buda has a higher than average median household size and lower than average single-person households, indicating that the community has a large number of families.
- * Buda has a higher than average owner-occupied housing rate over neighboring communities, suggesting strong economic conditions of households in Buda or a low transient population (who primarily rent) in Buda.

TOTAL HOUSEHOLDS BY HOUSEHOLD INCOME: CITY OF BUDA	
2010	
<\$15,000	3.9%
\$15,000 - \$24,999	2.8%
\$25,000 - \$34,999	6.5%
\$35,000 - \$49,999	14.3%
\$50,000 - \$74,999	17.5%
\$75,000 - \$99,999	18.6%
\$100,000 - \$149,999	30.5%
\$150,000 - \$199,999	4.9%
\$200,000+	1.0%
Note: Data for incorporated areas only.	

Source: US Census Bureau, 2005-2009 American Community Survey

HOUSEHOLD CHARACTERISTICS COMPARISON, 2010									
	Household Population	Total Housing Units	Median Household Size	% 1-Person Households	% Vacant	% Owner Occupied	% Renter Occupied	Median Home Value ¹	Median Rent ¹
United States	300,758,215	131,704,730	2.58	26.7%	11.4%	65.1%	34.9%	\$119,600	\$519
State of Texas	24,564,422	9,977,436	2.75	24.2%	10.6%	63.7%	36.3%	\$82,500	\$490
Hays County	150,090	59,417	2.72	21.7%	7.0%	65.5%	34.5%	\$129,400	\$546
Austin	770,129	354,241	2.37	34.0%	8.3%	45.1%	54.9%	\$124,700	\$633
Buda	7,295	2,630	2.92	14.4%	4.9%	88.4%	11.6%	\$136,344	\$475
Cedar Park	48,800	18,726	2.74	21.4%	4.9%	67.0%	33.0%	\$128,100	\$749
Creedmoor	202	86	2.69	24.0%	12.8%	65.3%	34.7%	\$92,200	\$433
Dripping Springs	1,782	723	2.69	26.0%	8.4%	64.2%	35.8%	\$145,600	\$643
Georgetown	44,901	20,037	2.38	25.0%	6.0%	72.8%	27.2%	\$140,600	\$572
Hays (city)	217	92	2.38	20.9%	1.1%	90.1%	9.9%	\$90,000	\$525
Hutto	14,698	4,917	3.22	13.5%	7.3%	81.0%	19.0%	\$92,700	\$603
Kyle	27,625	9,226	3.15	14.5%	5.1%	80.6%	19.4%	\$96,300	\$463
Leander	26,521	8,949	3.10	14.0%	4.4%	80.3%	19.7%	\$99,800	\$650
Lockhart	11,376	4,527	2.78	24.9%	9.5%	60.2%	39.8%	\$70,000	\$432
Manor	5,037	1,645	3.32	15.8%	7.7%	81.4%	18.6%	\$58,000	\$441
Mountain City	648	229	2.88	8.4%	1.7%	98.2%	1.8%	\$155,500	\$1,050
Mustang Ridge	861	292	3.21	17.2%	8.2%	84.3%	15.7%	\$83,600	\$550
Niederwald	565	216	2.93	19.2%	10.6%	85.0%	15.0%	\$80,000	\$583
Pflugerville	46,753	16,418	2.96	17.0%	3.8%	77.4%	22.6%	\$134,900	\$732
Round Rock	99,433	37,223	2.84	20.8%	5.8%	62.1%	37.9%	\$119,600	\$696
San Marcos	38,692	18,179	2.27	33.1%	6.3%	26.3%	73.7%	\$83,400	\$548
Umland	1,014	332	3.35	18.5%	8.7%	77.2%	22.8%	\$72,100	\$330
Note: Data for incorporated areas only.									
¹ Data was not available for 2010 at time of this report.									

Source: U.S. Census Bureau, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data; U.S. Census Bureau, 2005-2009 American Community

EXISTING REGULATORY FRAMEWORK

Development in the City of Buda is regulated by a Unified Development Code (UDC), a document that was recently completed that combines the zoning and subdivision regulations of the city. The UDC regulates several components of land development, including land use, site development, design standards, signs, landscaping requirements, parking requirements, environmental protection, and standards for public infrastructure such as streets and drainage. Traditional zoning such as the one Buda uses typically falls short when addressing issues of design and character, such as building materials, because it falls outside the normal land use concerns of density, height, parking, etc. In this report, we discuss three of the main components of the UDC: zoning, subdivision, and street design standards. There are other components such as signs, landscaping, parking, and other design standards; however, those elements are typically sub-elements to these broader categories.

The City utilizes a Euclidian form of zoning, a format that regulates land uses and building standards based on geographical areas. This style of zoning deals primarily with regulating the nuisances between non-compatible uses. This is done, first, by identifying zoning districts based on use, as well as establishing lot standards, such as front, side, and rear yard setbacks, that create a “buffer” between uses.

Subdivision, or platting, refers to the division of land into smaller legal lots that will either transfer ownership or be developed. There are three categories of platting: minor plats, general development plans, and preliminary plans; under these fall other plans for subdivision and plats. A minor plat refers to any plat involving four or fewer lots that front on an existing street and do not require the creation of any new streets or extension of municipal facilities. General development plans and preliminary plans are required of subdivision of larger tracts of land. Differences between these two plans are described later. Other subdivision plans and plats required by the City, such as final plats or construction plans, are more detailed versions of previously approved minor plat, GDP, or preliminary plan.

The UDC also utilizes design standards for the street network. While streets are a public infrastructure, and are typically maintained by the city or other public entity, many of them are built as part of developments. This is especially true of the local street network and collectors. Arterials are typically built by the city or other entity such as Hays County or TXDOT. The City of Buda has adopted the Austin Transportation Criteria Manual (TCM) to guide its standards for street design; although, the City has made adjustments to reflect the needs of the local community.

Zoning

Many of the zoning districts established by the UDC are typical of traditional zoning, including the various levels of residential, commercial, and industrial zones that reflect the intensity of the use. The 2002 Comprehensive Plan helped the City establish zoning districts to promote alternative forms of development, such as cluster development and mixed use development. However, these types of developments have not occurred, and these zones are still floating zones. See Buda Zoning Districts table on the following page.

As mentioned earlier, traditional zoning tends to fall short when addressing design issues such as building materials and how buildings relate to one another. Traditional zoning can also be a barrier to more sustainable types of smart growth development, such as mixed use and cluster developments. This was recognized in the last comprehensive plan, and subsequently these zoning districts were added to allow for these types of developments.

Applicability of Zoning Authority

Zoning is only applicable within the city limits, which means areas within Buda's ETJ are not regulated by zoning requirements. This limitation of authority is established by the Texas Local Government Code, Chapters 211 and 212, which outlines general police powers of municipalities. Certain property development regulations that pertain to protecting the public health, safety, and welfare may also be extended to the ETJ, such as the building code. However, the City may not regulate use; bulk, height, or number of buildings on a site; the size of buildings; or the density of development (e.g., the number of residential units per acre of land).

Zoning Districts

As described earlier, the City has established a variety of zoning districts that vary depending on the type of use and the intensity of that use. The following section is a general discussion of these zoning districts and regulations.

Residential Districts

There are seven residential districts, ranging from residential on agriculture land, to multiple single-family residential districts at various levels of density, to multifamily residential. Additionally, there is a Manufactured Housing District (MH) that sets standards for manufactured housing in Buda.

Generally, standards in the residential districts refer to the size of the lot, the type of housing unit (single-family, attached housing, multi-family, etc), as well as setbacks for front, side, and rear yards. Standards among the residential districts differ primarily on the size of the lot. Each district is unique in its intended character; the standards reflect that intent. For example, the Low Density Residential District is intended to retain a rural character; therefore, the lots are large and they are not served by urban infrastructure. On the other hand, the Medium and High Density Residential Districts are intended to accommodate housing needs by allowing for more diverse housing options. The Agriculture District includes properties that have an agricultural use, and is also used for newly annexed lands that are not subdivided and relatively undeveloped. The UDC states that the AG district is proposed as a reserve area where future growth is anticipated. While this district is intended to retain a rural character, it is also intended to provide a place for potential urban growth and increased density where future growth is anticipated. Tracts newly annexed by the city are initially given this designation.



BUDA ZONING DISTRICTS	
RESIDENTIAL DISTRICTS	
Agricultural	AG
Low Density Residential	LR
Medium Density Residential	MR
High Density Residential	HR
Duplex Residential	DR
Multi-family Residential	MFR
Manufactured Housing	MHR
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail	R1
Arterial Retail	R2
Interstate Retail	R3
Neighborhood Commercial/Office	C1
Arterial Commercial/Office	C2
Interstate-35 Commercial/Office	C3
Light Industrial/Warehousing	I1
Manufacturing	I2
Community Facility	P1
Public Infrastructure Facility	P2
Neighborhood Park	PR1
City Park	PR2
Regional Park	PR3
Private Park	PR4
Floating Zone – Cluster Development	FZ1
Floating Zone – Mixed Use	FZ2
Floating Zone – School Site	FZ3
SPECIAL DISTRICTS	
Planned Unit Development	PUD
Central Business District	CBD
Gateway Overlay	O-G
Historic Overlay	O-H
Interstate Overlay	O-I35

Source: City of Buda Unified Development Code

Non-Residential Districts

Non-residential districts are established in the same way, distinguished by use and by intensity of that use. For example, there are six types of commercial (including retail and office) districts, which vary based on the intensity (neighborhood retail vs. Interstate 35 commercial/office). Standards of these districts differ based on the required setback (or separation) from adjacent uses (especially those that are considered non-compatible), the types of businesses that are permitted in the districts, and where they may be located.

Commercial districts range from Neighborhood Retail and Commercial, which would be designed to be compatible with and located within a residential neighborhood, to Arterial and Interstate Retail and Commercial, which are intended to serve larger areas, but may not be compatible with residential areas.

There are two Industrial districts: Light Industrial/Warehousing and Manufacturing/Industrial. Again, the distinguishing factor includes intensity of the use, and differences in regulations pertaining primarily to location and buffering standards from non-compatible uses. Light industrial includes activities that do not generate a lot of nuisance, such as noise, smoke, or significantly heavy traffic volumes. On the other hand, the Manufacturing/Industrial district is intended to provide a place for more intense industrial uses that may generate some nuisances. Neither district is permitted adjacent to residential uses or districts, but the Manufacturing/Industrial district allows a special use permit for certain uses adjacent to the Agriculture District.

Public and Semi-Public Districts

Other nonresidential districts include zones for public facilities – parks, community facilities, and public infrastructure. The Community Facilities District is for government, religious, educational, health care, social services, and other special facilities that are considered civic or community oriented in nature. Like other districts, the UDC regulates uses and lot development for the Community Facilities District.

The Public Infrastructure District indicates areas owned by the city, county, school district, state, or other entity owning and/or operating utility infrastructure such as water plants, treatment facilities, lift stations, and other such public facilities. The UDC regulates use in this district, but does not have regulations regarding lot development.

Among park districts, there are no regulations for building placement or lot standards. Rather, the park districts are differentiated based on the type of park. There are four types of parks identified in the UDC code: Neighborhood Park, City Park, Regional Park, and Private Park. Below are the definitions for each of the park districts according to the UDC:

- * Neighborhood Park – located within a residential subdivision to serve the immediate area. It is owned and operated by a government entity such as the City of Buda, county, or state.
- * City Park – serves several neighborhoods and is owned and operated by a government entity such as the City of Buda, county, or state.
- * Regional Park – serves the entire community and is owned and operated by a government entity such as the City of Buda, county, or state.
- * Private Park – may be variable in dimension (neighborhood, city, or regional), but is owned and operated by a private individual or entity.

The UDC does contain regulations for parkland dedication in developments in Buda. This is explained in more detail under Existing Conditions for the Built Environment, Parks and Open Space.

Finally, the School Site Floating Zone is a district to designate future school sites. The location of these districts should be based on the Future Land Use Map. As property owners or developers plan for development of their land, identification of these areas, and discussions of Hays Consolidated Independent School District should specify plans for school siting.

Floating Zones

Current research argues that traditional Euclidian zoning has resulted in unsustainable suburban “sprawl” that actually degrades the quality of life in a community rather than improves it. The UDC utilizes a variety of tools to provide flexibility in its zoning code in order to permit “smart” developments that are more sustainable. These tools include zoning modifications and floating zones that permit cluster development and mixed use development.

Typically, floating zones refer to districts that technically do not “exist” on any property. In other words, no property is zoned for these districts. The three floating zones are Cluster Development, Mixed Use, and School Siting (discussed under Public and Semi-Public Districts). These three zones were created as a result of the 2002 Comprehensive Plan.

Cluster Development indicates areas where the City would encourage cluster developments that preserve open space for passive recreation, water quality protection, and visual aesthetics. In order to both preserve the natural amenities and sensitive areas while also allowing the same amount of development, development is “clustered” on non-sensitive areas. These developments are denser areas, but they promote preservation of natural areas.

Mixed Use district is a district that encourages a mixture of uses that should be compatible with and proportionate to each other. This district is intended to combat the separation of compatible uses that occurs with traditional zoning. While still labeled as a floating zone, many properties have in fact been rezoned for this district.

Buda’s UDC also includes a section on Flexible Zoning, which provides incentives to developers for incorporating specific features that benefit the community. Flexible zoning can be achieved through density bonuses and lot standard modifications. In order to take advantage of the flexible zoning, there are numerous provisions for a community benefit, such as the protection of natural resources, additional parks and open space, or provision of affordable housing or other amenities provided by the owner or developer. In addition to Flexible Zoning, the UDC also allows for cluster development and “zero lot line” developments such as townhomes or garden homes.

Overlay Districts

Finally, the UDC contains five overlay districts that combine the regulations of the overlay district with those of the underlying (base) zoning. Overlay districts recognize that there are areas that have special circumstances and adjustments need to be made for certain areas, but not necessarily to the entire zoning code. The purpose of an overlay district is to prohibit uses in a certain area that would otherwise be allowed in the base district, establish additional or different conditions for such uses, or to authorize special uses not otherwise allowed in the base district.

The Planned Unit Development (PUD) district provides land uses and developments that promote master planned developments that are more sensitive to the environment or sense of place, provides a higher level of amenities to the users or residents, and generally promotes an enhanced standard of development. A PUD is like a floating zone in that it doesn’t pertain



to a specific geographic area (like most overlay districts), but similar to an overlay zone in that there are underlying “use districts” that are established in the planning process of a PUD. Rezoning to the PUD district requires a specific PUD ordinance and a General Development Plan (GDP) from the property owner or developer. A GDP is like a business plan for a development. It identifies every component of the development concept, including uses, density, lot area, lot width, lot depth, yard depths and widths, setback requirements, building height, building elevations, parking, access, streets and circulation, screening, landscaping, accessory buildings, signs, lighting, project phasing or scheduling, management associations, restrictive covenants and other restrictions, fiscal surety for completion of construction of improvements, cost participation agreements, and other requirements the City Council may deem appropriate. Essentially, a PUD combines the subdivision and rezoning processes into one process. PUDs must be approved before the rezoning is adopted. While a timely and involved process, a PUD can be a valuable tool to promote new or innovative concepts in land use not permitted by other zoning districts in the UDC.

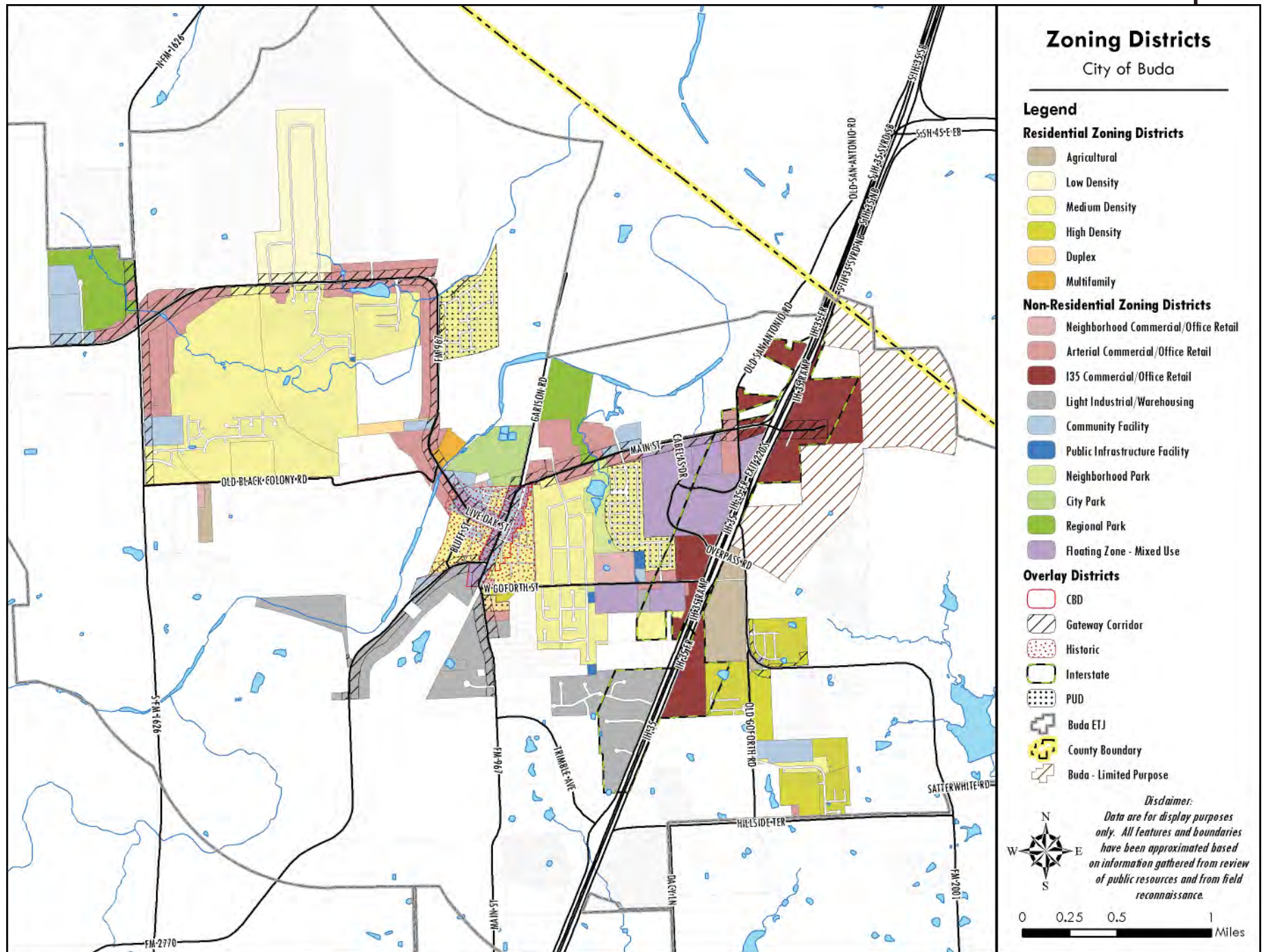
The Gateway Corridor Overlay District provides standards for land development along certain major arterials. The purpose is to enhance the visual integrity of these corridors to make the community attractive. The arterials in this overlay district include Loop 4, FM 967, FM 2770, FM 2001, and FM 1626. Development standards along these roadways apply to those parcels abutting the road right-of-way, or to those parcels abutting a shallow parcel (within 200’ in depth) that does abut the right-of-way.

The Historic Overlay is established to preserve areas of historical or cultural significance, including sites, structures, and landmarks. Development in the Historic Overlay requires a certificate of design compliance

from the City Manager and the review of the Historic Preservation Commission. Areas in this overlay include Old Town Buda, Old Black Colony Road, and other individual properties that have been designated as historic by the City.

The Central Business Districts applies to properties adjacent to Main Street between the railroad crossings on the north and south sides of town, as well as those properties adjacent to Rail Road Street between Loop 4 and its terminus on the southern end. The purpose of this overlay district is to protect the aesthetic quality and visual character of Main Street and downtown Buda while promoting economic activity. All developments in this overlay are reviewed by the Historic Preservation Commission and must obtain a certificate of design compliance.

The Interstate Overlay District is an overlay over the IH 35 corridor, including properties that are adjacent to 1,250 feet from the outer boundary of the right-of-way on the frontage road of IH 35. The purpose of this overlay is to provide a commercial district along IH 35.



Subdivision Regulations

Subdivision regulations are included in the UDC. This helps coordinate the subdivision and zoning process since many times the subdivision process may result in rezoning. Subdivision refers to subdividing a larger parcel of land into smaller “legal lots” on which development may occur.

Applicability of Subdivision Authority

The City of Buda has the authority to enforce subdivision regulations within the city limits, as well as the ETJ.

Subdivision Approval Process

Requirements for subdivision of land vary depending on the size and extent of the subdivision. Typically, minor plats that involve the subdivision of land into four or fewer parcels and do not require extension of streets or municipal facilities are reviewed and approved administratively. This discussion pertains to larger subdivisions, known as either general development plans (GDP) or preliminary plans.

The difference between a GDP and a preliminary plan is that a GDP is a detailed concept plan for development that reviews for compliance with the comprehensive plan and other adopted plans, the UDC, compatibility of land uses, and coordination of improvements or development phasing. A preliminary plan is always required, even if a GDP is submitted and approved; however, a GDP is not always required. A GDP is a map or plat that illustrates general design features and street layout of a proposed subdivision that is proposed to be developed and platted in sections. A GDP can also be called a Concept Plan or Bubble Plan. A preliminary plan is a plan that, upon approval, establishes agreement to the layout. It includes the location and width of proposed streets, lots, blocks, floodplains, and easements.

A general development plan is required for any development that is undeveloped, under one ownership, and greater than 50 acres; is to be platted and developed into phases; will require off-site road, drainage, or utility connections; or is proposed for approval as a Planned Unit

Development. Preliminary Plans are always required before any land is subdivided (excluding minor plats). They are required for land being divided into six or more lots, or any plats that require a dedication of land to the City.

As plans are finalized before construction, more detailed plans and plats are required, such as a final plat. Subdivisions and plats are reviewed using the criteria of the UDC. Subdivision of land must follow the requirements established for lots, including lot sizes, impervious cover, open space preservation requirements, street and sidewalk standards, storm water drainage.



Street Design Standards

According to the UDC, the City of Buda has adopted the Austin Transportation Criteria Manual (TCM) to establish rules and regulations for its roadway system. The TCM identifies three general street classifications: local streets, collector streets, and arterial streets. The TCM also has functional characteristics for each street classification. Based on these functional characteristics, the Buda UDC has defined its own street classification, which is outlined below:

Local Streets

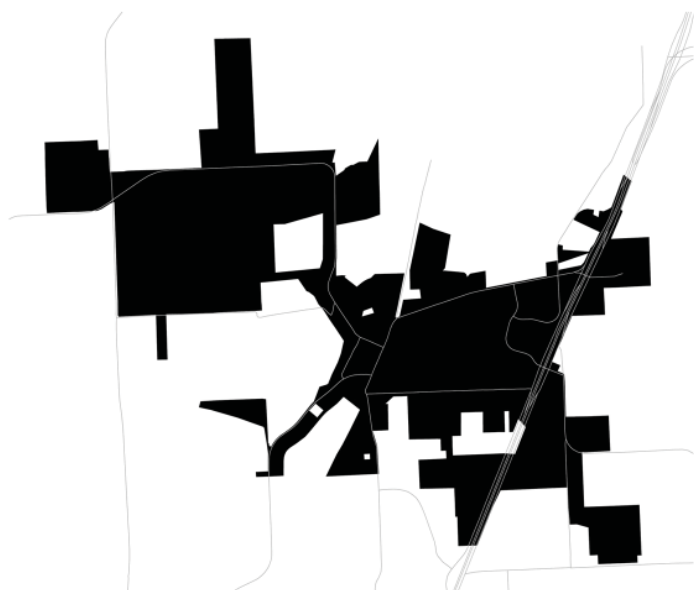
- * **Alley** – A public or private vehicular roadway, designed for the special accommodation of the property it serves and not intended to be used for general public use. In no case shall dead-end alleys be permitted.
- * **Local Side Street** – A street that is a secondary access from residential streets to collector streets or a secondary access from residential street to residential street.
- * **Local Street** – A street whose primary function is to serve abutting land use and traffic within a neighborhood or limited residential district. A local street is generally not continuous through several districts. (Approximately two hundred (200) to one thousand (1,000) trips per day, maximum).
- * **Cul-de-Sac** – A street which terminates in a vehicular turnaround.
- * **Access Road** – A street which is parallel and adjacent to an arterial street. It is designed to provide access to abutting properties so that the properties are sheltered from the effects of the through traffic on the arterial street or so that the flow of traffic on the arterial street is not impeded by direct driveway access from abutting properties. When used as a private drive, it shall be referred to as a “private parallel driveway.”

Collector Streets – A street whose main purpose is to collect and direct traffic from local streets to arterial streets, to carry traffic between arterial streets or to provide access to abutting commercial or industrial properties or higher intensity residential land uses. (Approximately one thousand (1,000) to five thousand (5,000) trips per day).

Arterial Streets – The primary function of an arterial street is to carry high volumes of through traffic. Access is usually limited to intersections and major driveways. Arterial streets serve as a link between major activity centers within and between urban areas. (Minimum five thousand (5,000) trips per day).

- * **Parkway** – A parkway is an arterial street with a landscaped median or with supplemental width in the landscaped right-of-way which does not have continuous frontage roads. Parkways have a green space buffer between the roadway and adjacent development and preserves and enhances the natural landscape as much as possible.

PHYSICAL GROWTH OF BUDA CITY LIMITS

*Buda City Limits, 2001**Buda City Limits, 2010*

BUILT ENVIRONMENT

Physical Growth Trends

A comparison of the boundaries of the city limits between 2001 and 2010 identifies how the city has grown physically since the last comprehensive plan update in 2002. A majority of the growth has occurred in the western portion of the Buda area, where Elm Grove, Whispering Hollow, and Garlic Creek West subdivisions are developing. There has also been a significant amount of growth to the southeast of the original city limits, prompting annexation of these areas. Overall, annexation has resulted in an increase of 1,883 acres in the incorporated city limits, a 132% increase in area since 2001.

Two primary physical patterns of development can be found in Buda: rural and suburban. The rural pattern can be seen in downtown and older neighborhoods. This pattern is typically characterized by a gridded street system of rural roads with ribbon curbs and surface drainage. A winding network of rural farm roads extends out and connects many agricultural uses, small farms and ranches, and large-lot

residential subdivisions have been formed. These rural roads have limited capacity and do not provide efficient access or mobility into downtown or throughout the city.

More recently developed portions of the city have a suburban development pattern. These developments have occurred sporadically throughout the rural community as large agricultural tracts were transformed into suburban developments. The street system is much more extensive than those of the older, rural neighborhoods, and is characterized by cul-de-sacs and curvilinear street patterns. Access to these neighborhoods is through a limited number of neighborhood collectors that connect to the system of rural farm roads. As growth continues in these neighborhoods, the need to expand the rural farm roads into arterials is heightened. Overall, the suburban pattern has resulted in an unconnected system of roadways that will result in congestion at access points and along the small rural roads.



Many of Buda's subdivisions are developed in a suburban pattern, characterized by cul-de-sacs and curvilinear street patterns.

Existing Land Use Distribution

While Buda was established as a railroad town and distribution hub, over the recent years Buda has grown as a bedroom community, with an abundance of housing being developed both east and west of IH 35 and commercial development occurring along the IH 35 corridor. As areas of the city are developed, the City of Buda annexes them into the city limits. When the City of Buda became a home rule city in 2007, they received power to control an extra territorial jurisdiction (ETJ) around its city limits. When analyzing land use trends, there is a significant difference when looking just within the city limits compared to looking at the entire area. The analysis of land use trends is described below, and illustrated in the Existing Land Use Distribution table and graph on the following page.

Much of the area surrounding Buda (in the ETJ) is undeveloped. When considering land in both the city limits and ETJ, nearly half of the land in Buda is either vacant or used for agricultural purposes, indicating that Buda has a significant amount of land that could potentially be developed in the future.

On the other hand, within the city limits only, nearly 70% of land has been developed for commercial, industrial, residential, or civic uses, or is set aside for park or open space preservation purposes. While only 2.6% of the land within the Buda city limits is used for agriculture, 766 acres (or 26.7% of the area of the incorporated city) is still vacant, suggesting opportunities for development within the city limits.

Another interesting trend is how much of each land use is located within the city as a share of the entire area. For example, it has already been

established that there is a significant amount of agricultural land in the Buda area; however, only 2% of it falls within the city limits. This is due to the fact that the City generally does not annex it until the land becomes developed. On the other hand, 71% of the commercial uses in the entire area is within the city limits. This trend is most noticeable with residential land uses. Very little of the low density residential such as the large lot (>5 acres) and agricultural residential properties have been absorbed into the city limits. On the other hand, a significant share of medium and high density single-family and multi-unit residential is within the city limits.

Commercial development has concentrated primarily along the IH 35 corridor, with residential developments beyond the interstate corridor that have formed and continue to form as agricultural land transitions to neighborhoods. Commercial activity also exists along Main Street in historic downtown Buda, and at other nodes along the roadway.

Industrial uses are concentrated in the southwest quadrant of the area. The industries located in Buda are primarily cement companies operating quarries in this area, or related companies. These companies require large tracts of land to operate their quarries. As the quarries are retired, they will become potential sites for redevelopment.

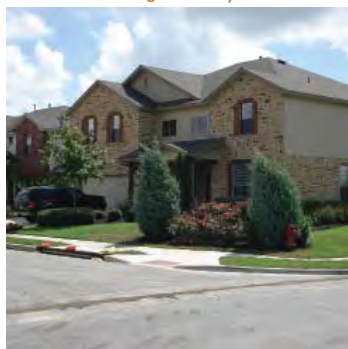
Residential developments exist just beyond the IH 35 corridor, which historically have developed and continue to develop as agricultural land transitions into neighborhoods. A significant amount of agricultural uses still exist throughout the ETJ, and many of them are slated to transition to neighborhoods, such as Sunfield and Garlic Creek West.

EXAMPLES OF LAND USES & DEVELOPMENT IN BUDA

Agriculture



Single-Family



Multifamily

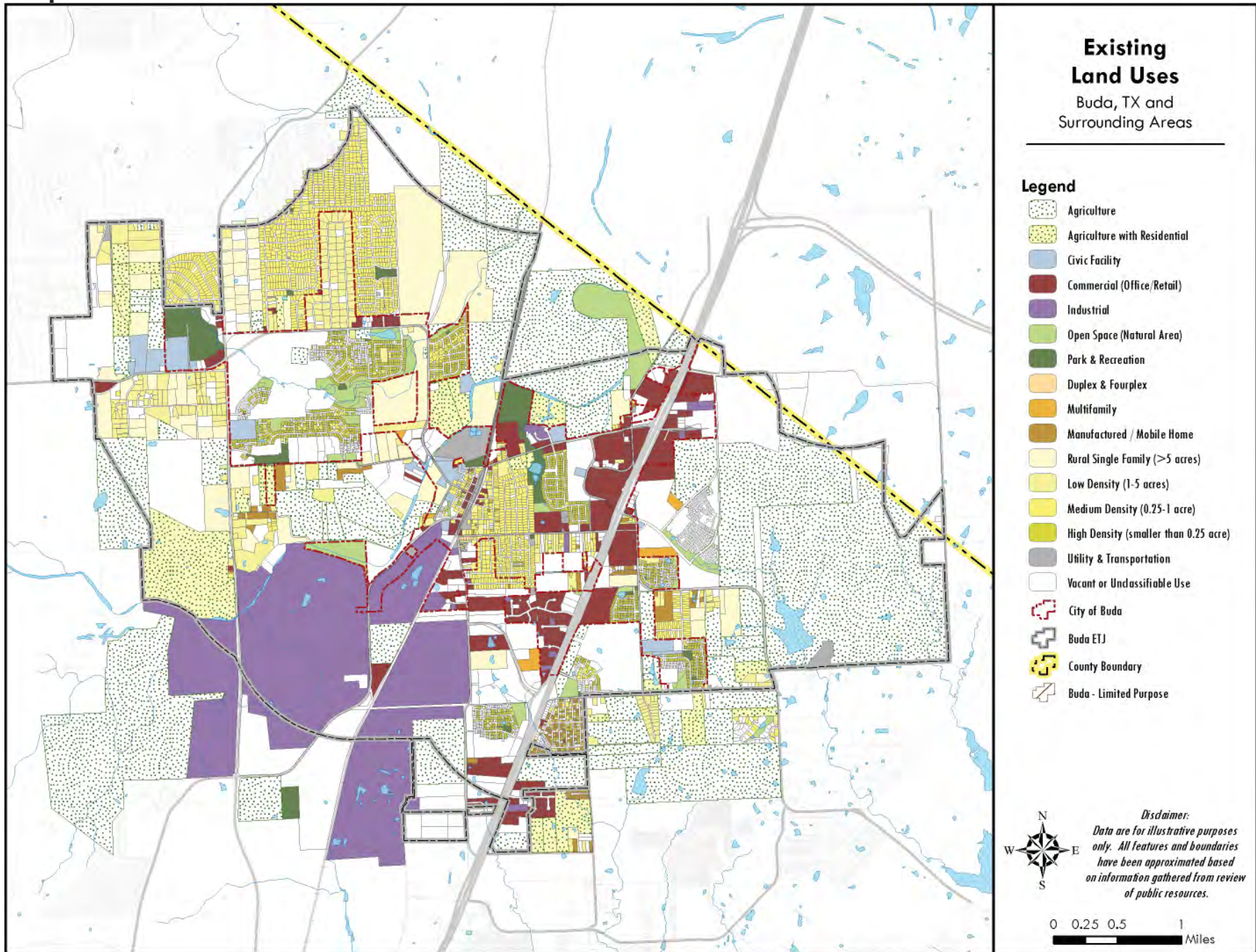













Commercial



Industrial



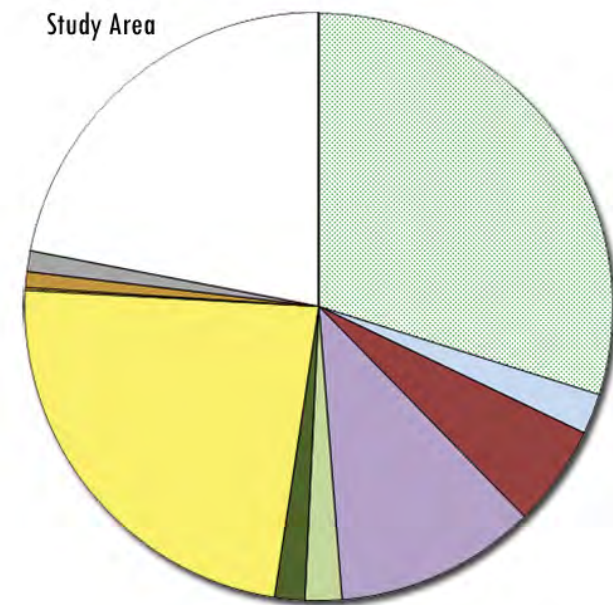
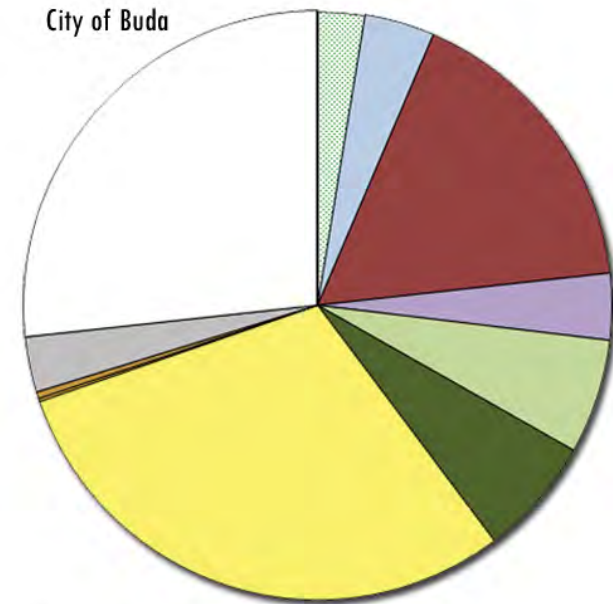


EXISTING LAND USE DISTRIBUTION, CITY OF BUDA AND SURROUNDING AREA					
General Land Use Category*	Within City Only		City & ETJ Area		% of Land Use within City Limits
	Acres	Share of land area	Acres	Share of land area	
 Agriculture & Ag with Residential	74	2.6%	3,653	29.9%	2.0%
 Civic	112	3.9%	275	2.2%	40.6%
 Commercial	484	16.9%	686	5.6%	70.6%
 Industrial	105	3.7%	1,352	11.0%	7.8%
 Open Space	181	6.3%	247	2.0%	73.5%
 Park and Recreation	188	6.5%	202	1.7%	93.1%
 Single-Family, Duplex & Fourplex	857	29.8%	2,869	23.4%	29.9%
 Multi-Family	5	0.2%	18	0.1%	27.0%
 Manufactured/ Mobile Home	12	0.4%	108	0.9%	11.0%
 Utility & Transportation	88	3.0%	140	1.1%	62.6%
 Vacant or Unclassifiable Use	766	26.7%	2680	21.9%	28.6%

The table above illustrates the distribution of land in the City of Buda compared to the entire Study Area. The dominant land uses within the City of Buda include single-family and duplex/ fourplex residential, and vacant land. Commercial (office and retail) also accounts for nearly 17% of the land use in the City. In evaluating the entire study area, single-family residential use and vacant lots are also dominant uses of the land, but agriculture and industrial uses become more prevalent in areas outside of the city limits.

This comparison of land distribution in the city compared to the ETJ indicates what types of developed land exist in the ETJ and have yet to be annexed. This is particularly important in considering how much acreage of developed properties aren't incorporated. For example, 29.4% of the commercial developments in Buda are not annexed, as well as 73% of the land for multifamily properties (3 of the 5 complexes).

**Land Use Distribution:
Comparison of Distribution by Area**



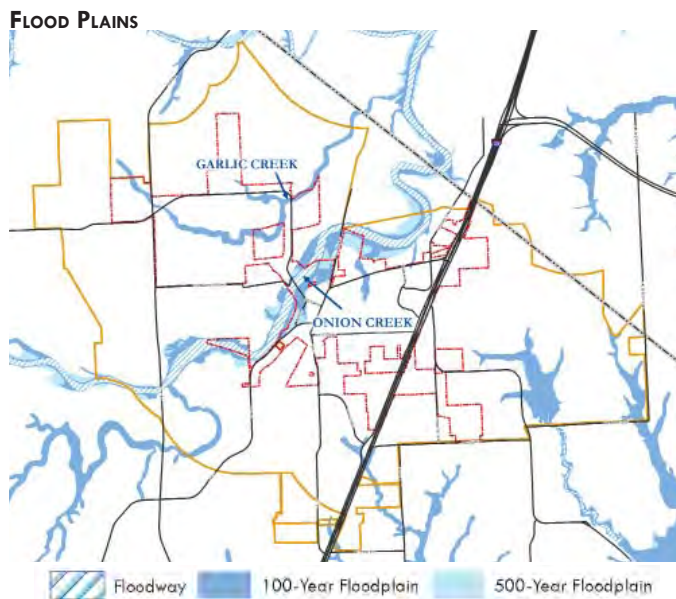
ENVIRONMENTAL RESOURCES

Physical characteristics will significantly influence how Buda grows and develops. Environmental attributes can hinder development, making it either costly or impossible. Additionally, environmental features can also serve as assets to the community. By studying the natural features of the Buda area, we can understand the relationship between development and the natural environment.

Like many communities along the IH 35 corridor, Buda is located along the line where the Blackland Prairies meet the Edwards Plateau. This change is not only evident on the surface with significant changes in vegetation, but under the surface, where nutrient-rich clay and soils of the Blackland Prairie become rocky and erodible limestone.

Floodplain, Creeks, and Riparian Corridors

Onion Creek and Garlic Creek are two major bodies of water that run through Buda. The floodplain along these creeks limits development along its banks; however, these creeks and the greenways along them present an opportunity for preservation and possibly recreation.

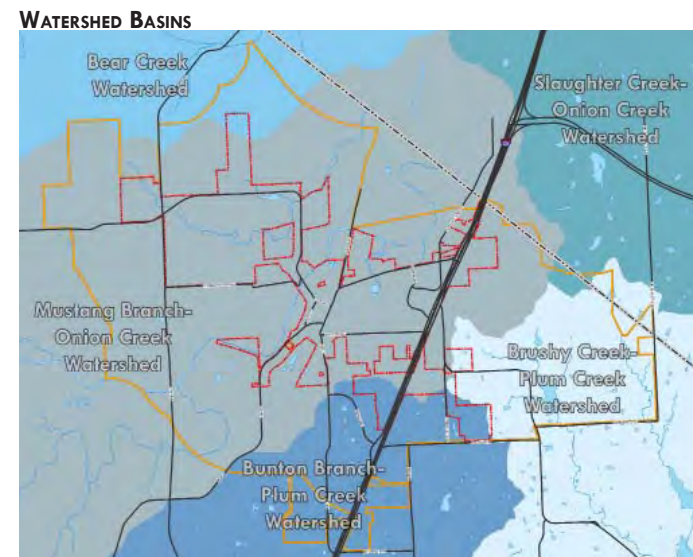


In areas where there are creeks or riparian zones, but no floodplain, there is little regulation over development regardless of the proximity to water. While not a danger to the health and safety of the occupant of these properties, developments adjacent to water can still impact the storm water flow and erosion, as well as cause water pollution.

Evaluation of the creeks and floodplain is not limited to how it exists today. As development occurs, there is potential for the flow of storm water to be altered. In order to prevent this, it is important to manage storm water detention and retention that preserve the flow rates and comprehensively consider a storm water management system that accounts for the whole Buda area, rather than on a project-by-project basis.

Topography and Slope

A topographic map shows that there are areas with significant slopes in the Buda area, particularly to the west over the Edwards Plateau. Topographic conditions will significantly impact development. Not only are areas with steep slopes more difficult to develop, but they can also impact the



provision of water and sewer infrastructure and utilities. Development of areas with steep slopes can also disrupt erosion and flood control. The area to the east, known as the Blackland Prairie, is flatter and is likely to experience more development than areas to the west.

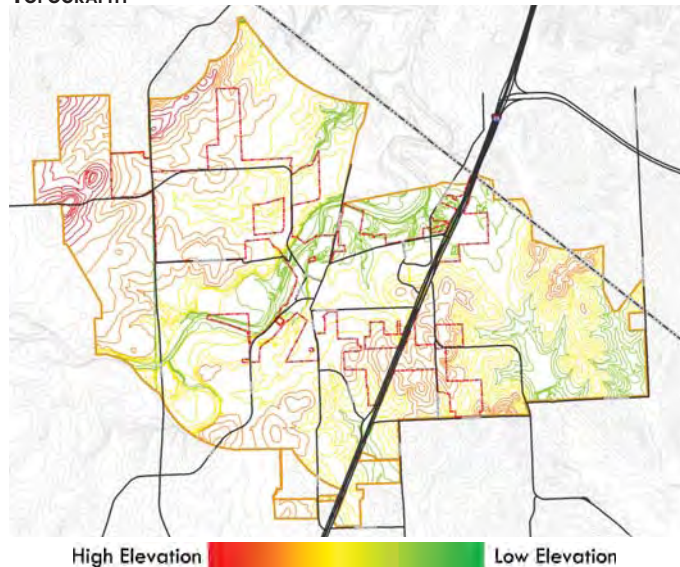
Edwards Aquifer

Much of Buda west of IH 35 lies within the Edwards Aquifer, which limits development. The subregion Buda is located over is the Barton Springs Segment. This segment extends from Kyle to the Colorado River, with the major outflow of this segment being Barton Springs. This segment includes 90 square miles of recharge zone and 264 square miles of contributing zone. Rain fall in this area drains from the contributing zone into the recharge zone where it infiltrates the limestone and travels underground to Barton Springs. Water drains into Town Lake from Barton Creek and eventually to the Colorado River, which of course is a major source of drinking water for several communities in the central Texas area. Additionally, many people tap directly into the aquifer for their drinking water, so for many residents in the Central

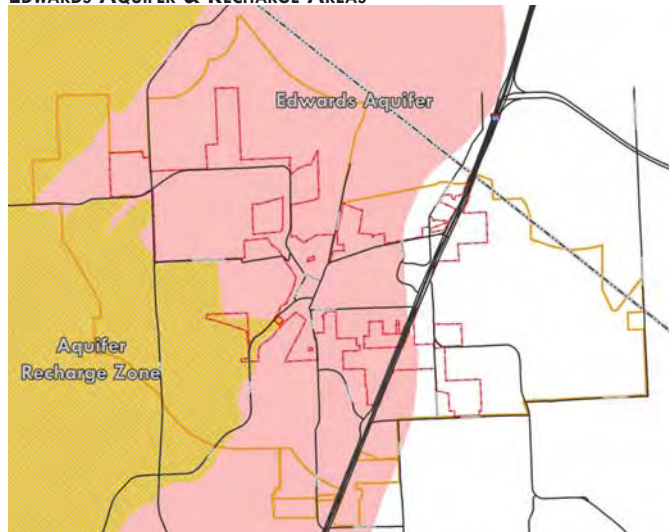
Texas region, Barton Springs and the Edwards Aquifer are the only available drinking sources. The State of Texas has ranked the aquifer as one of the most vulnerable underground water sources in the state, being susceptible to the effects of urbanization and development.

Based on an assessment of the natural resources, the greatest development potential exists in the eastern areas of Buda where land is relatively flat and there are fewer environmental constraints. Still, the City of Buda must take care to ensure development does not significantly alter the landscape that characterizes Buda and the Central Texas region. Preservation of natural resources is important in helping to preserve the character of the community. Additionally, significantly altering the landscapes can result in problems with other systems such as flood control, erosion, and the general ecosystem as habitats are disturbed and removed.

TOPOGRAPHY



EDWARDS AQUIFER & RECHARGE AREAS



GIS Source for flood plains:
Halff Associates, Inc

GIS Source for Watershed
Basins: Capital Area Council of
Governments

GIS Source for contour lines
(topography): Capital Area
Council of Governments

GIS Source for Edwards Aquifer
areas: Capital Area Council of
Governments

BUDA

CITY LIMIT

POP. 2404

A CITIZEN CREATED VISION - CITIZEN INPUT

This Comprehensive Plan was crafted to respond to what residents of Buda and nearby areas want to see happen. It is a vision that responds to their hopes and concerns of today and their dream for what Buda should become in the future. To provide as much input as possible, an extensive public engagement process was developed as part of the planning process.

Who was included in the public input process?

Because Buda is still growing and will incorporate most of the nearby neighborhoods and undeveloped lands at some point in the future, the residents of those areas within the City's extraterritorial jurisdiction (ETJ) were asked to participate in the public engagement process. While the weight of answers from those currently living outside of the City was considered differently, their concerns were deemed to be important to the future of the City and are included in this summary.

de•fine engage

to occupy the attention or efforts of (a person or persons); to attract and hold fast; to involve (a person or his attention) intensely; to engross; occupy; to draw (somebody) into conversation; to take part; participate

How was citizen input collected?

A variety of methods were used to collect citizen input. These methods were used to obtain input from many different points of view and to allow residents to participate as their schedules allowed. All of these methods yielded many diverse opinions, but also much agreement in terms of areas of concern. The results of all of these methods were compared and combined to develop a comprehensive view of where the City should go over the next decade. It is in that agreement that the strength of Buda's future lies.

The input techniques used included:

Oversight from the Comprehensive Plan Advisory Committee

- A 13-member citizen advisory committee met ten times during the planning process, and served as a sounding board for key recommendations of the plan.

An intercept survey - In starting the planning process, an intercept survey was conducted in April of 2010 during the annual Weiner Dog Races. Responses were received from both residents of Buda and outside visitors. These responses initiated the planning process and generated an initial list of concerns and opportunities.

Meetings with Key City Commissions - Discussions with key boards such as the Historic Commission, the Parks Commission and the Planning and Zoning Commission provided input on issues about which each of those groups were specifically concerned.

A project website - A website was created where the Planning Team regularly posted information, such as meeting materials, drafts of the report, and announcements of upcoming meetings. The site received approximately 4,300 hits over the duration of the planning process.

A community wide mail-out survey - Sent to over 3,800 home addresses within the City limits and in the City's ETJ, the 28-question survey was answered by over 500 residents of Buda and nearby areas.

An on-line survey - A link to a similar survey was placed on the City's website for one month after the mail out survey ended, and an additional 70 responses were received. Responses to that survey very closely matched the results of the mailed survey.

Interviews and Focus Groups - Discussion meetings were held with representatives from key groups such as homeowner associations, the Chamber of Commerce and key employers, and these helped refine key areas for the plan to focus on.

Public Workshops - Three citywide workshops were held during the planning process - these served to establish key values and principles that became the foundation for the plan, and also helped confirm many of the ideas expressed during the plan.

STAKEHOLDER INPUT TO SET THE STAGE

Early in the planning process, and again at key stages of the process, workshop meetings were held with key individuals and groups to identify issues and opportunities that Buda should focus on. Input from these meetings was especially useful in helping to craft the broader citizen surveys that were conducted later in the process. A brief description of each of the key stakeholder input sessions is included on these pages.

Buda Economic Development Corporation

Planners and City staff met with EDC staff to identify critical components of Buda's economic strategy and what needs and concerns might exist in the business community. The need for infrastructure upgrades, especially improved water service to portions of the IH 35 corridor, remain a major constraint on high quality development.

Buda Business Community

A roundtable discussion with major employers in and near Buda was held during the planning process. Representatives from both large and small area businesses, as well as the Superintendent of the Hays Independent School District provided feedback on key areas of concern. Concern was expressed that the regulatory requirements of the City were restrictive, especially in the area of the Park 35 South Industrial Park. Innovative businesses were also highlighted, such as one Buda business that ships quilting supplies worldwide with over 60 employees.

Buda Parks Commission

The Planning Team and City staff met with the Parks board to identify critical issues related to parks and recreation in Buda. Key areas of concern included maintenance of existing park land as well as funding for this maintenance. Another predominant issue was the use of parks for large events and the impact those events have on the City's public parks - especially City Park.

Historic Commission

The Planning Team and City staff met with the Historic Commission, and identified several key concerns. For one, the commission feels they do not have adequate guidance on making decisions related to renovations of historic properties or new developments in the Historic District. Additionally, the commission indicated concern over the property owners in the Historic Commission who are not making efforts to improve and occupy their properties.

Buda Library

The Planning Team and City staff met with the Library Director to discuss the library's needs. The Library Director gave the Planning Team background information on efforts to expand the library, including improving it on the existing site, as well as options that have been discussed to move and rebuild the library. The hold up has primarily been funding, although a decision has not been reached on where to locate the expanded library. Reports were obtained at this meeting related to this effort.

Buda Engineering Staff and Engineering Consultants

The Planning Team met with Buda's engineering staff and the City's engineering consultant to identify critical roadway and utility infrastructure needs. Key areas of concern included improving water supply to growth areas currently supplied by smaller water supply corporations with fiscal constraints, as well as identifying funding for needed thoroughfare improvements.

Buda Homeowner Associations

The Homeowner Associations were engaged to discuss recommendations and hear their reactions to them. The primary concern among the older neighborhoods is how they are impacted by growth, including rising traffic congestion and generally the compatibility of new developments. Newer subdivisions, particularly to the east of IH 35 had a primary concern of feeling connected to the City and wanted to see more efforts to engage this area of the community.

COMPREHENSIVE PLAN ADVISORY COMMITTEE

A Citizen Committee to Guide the Planning Process

To help guide the planning process, a citizen based Comprehensive Plan Advisory Committee (CPAC) was assembled by the Buda City Council. Members of the Committee were selected from each of the City's major boards and commissions, and Council members then each selected one committee member. Members represented a diverse cross section of the City, from the economic development perspective to downtown and neighborhood interests.

The CPAC met a total of 10 times during the planning process and provided feedback on everything from opportunities and constraints to guidance on workshop meetings.

- Meeting #1** - Introductory Meeting and Description of the Planning Process; Discussion of Opportunities & Constraints
- Meeting #2** - Presentation of Existing Conditions in Buda
- Meeting #3** - Citizen Survey
- Meeting #4** - Discussion of First Public Meeting Process and Agenda
- Meeting #5** - Preliminary Findings of Citizen Survey and First Public Meeting
- Meeting #6** - Final findings of Citizen Survey; Discussion of Upcoming Meetings with Stakeholders
- Meeting #7** - Presentation and Discussion on Draft Recommendations; Discuss Second Public Meeting Process and Agenda
- Meeting #8** - Discussion on Action Plan; Discuss Third Public Meeting Process and Agenda
- Meeting #9** - Review of Draft of Plan Document and Prioritized Action Plan
- Meeting #10** - CPAC Approval of Final Draft of Plan Document



THE 2010 COMPREHENSIVE PLAN CITIZEN SURVEY

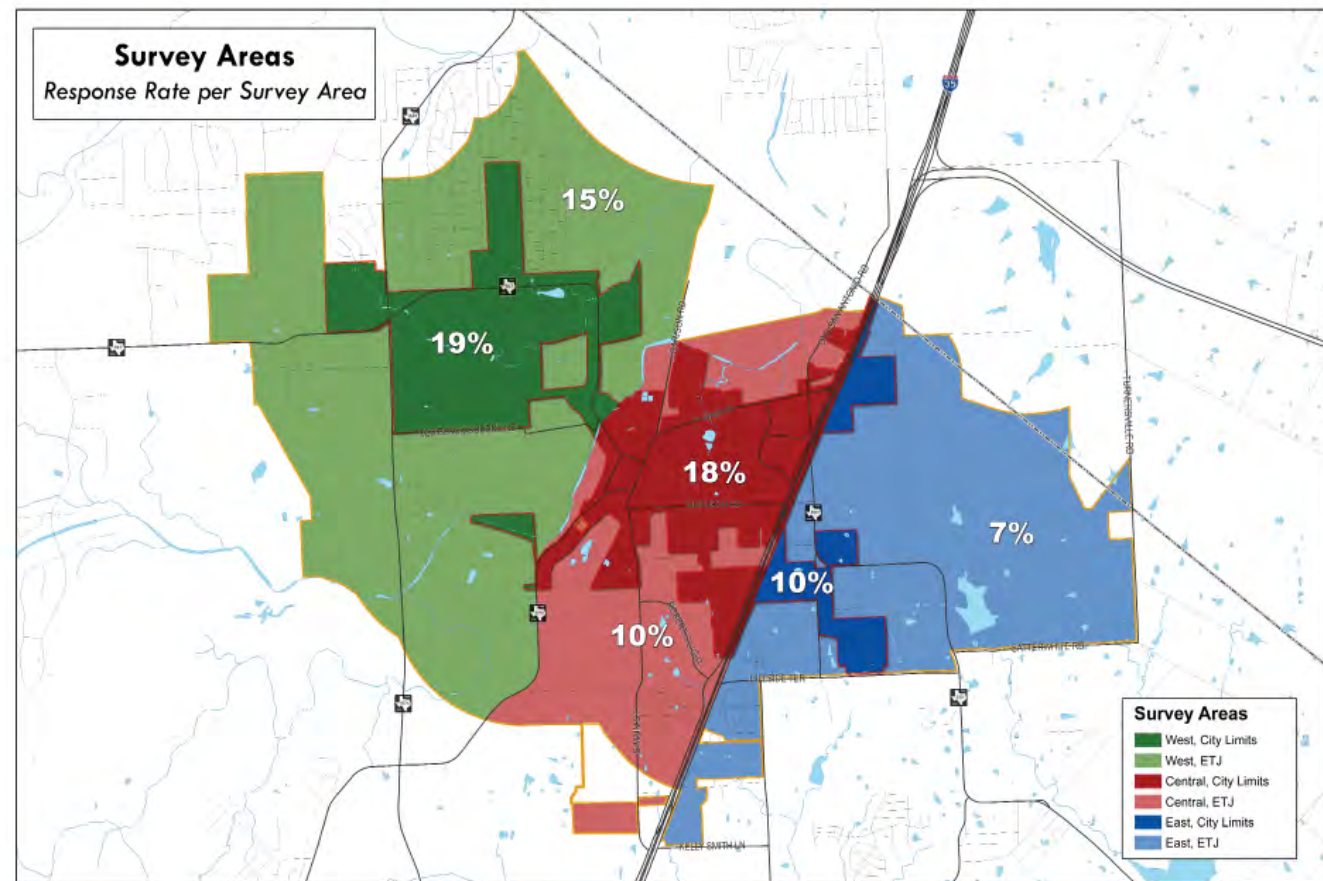
To obtain a scientifically valid sampling from all areas of Buda, a mail based survey was developed and sent out to over 3,600 addresses in and near Buda. The survey included 28 questions covering a variety of topics on current conditions in the City and elements that were of interest in the future.

Sectors of the City

To analyze differences in concerns in different parts of the City, Buda was divided into six different sectors, and

respondents were asked to note the sector that they lived in. Areas within the City limits were included, as well as nearby areas in the City's ETJ. The six sectors are shown on the map on this page.

A total of 550 responses were received, corresponding to an overall response rate of 14%. The overall response rate by sector is also shown. Note that the response rates generally correspond to the percentage of the City's population living within those areas.



Citizen Survey Results

Key results of the citizen survey are as follows:

Do You Live Inside or Outside of the City - Over 63% of respondents lived within the City limits of Buda. The remaining 37% lived within the extra-territorial jurisdictional boundaries of the City.

Age of Respondents - The age of survey respondents is as follows:

- Under 35 – 16 to 19%
- 36 to 45 years – 19 to 22%
- 45 to 55 years – 20 to 22%
- 56 to 65 years – 21 to 23%
- Over 65 – 18 to 19%

Years living in Buda - Many survey respondents have lived in Buda for a long period of time, reflecting a higher level of interest in city issues. The length of residence of respondents in Buda is as follows:

- Under 1 year – 11%
- 1 to 3 years – 24%
- 4 to 7 years – 21%
- 8 to 10 years – 9%
- 11 to 20 years – 18%
- More than 20 years – 18%

Respondents with Families - 37% of the survey respondents have children living at home, while 63% do not.

Stated Frequency of Voting - A majority of survey respondents (75%) indicate they either always or often vote in local elections such as city council or bond referendums. This is important in correlating the level of interest in key issues in Buda with citizen interest in actively responding to requests to fund those issues.

Level of Involvement in City Issues - Most respondents (43%) say they become involved when issues affect them, followed by 33% who said they are somewhat involved. The remaining 24%, a relatively large percentage of the population, indicated less interest in involvement in community issues.

Respondents who live and work in Buda - Only 12 survey respondents work in Buda. This represents only 2% of the respondents. The others commute primarily to Austin or Kyle for their primary job.

Satisfaction with the Quality of Life in Buda - Respondents to the survey were asked if they were satisfied with the current quality of life in Buda. A very high 96% of survey respondents are either very satisfied or satisfied with the quality of life in Buda. In addition, 58% responded that they think the community has changed for the better during the time they've lived in Buda.

Key Characteristics that attracted Residents to Buda -

Respondents were asked about the key characteristics that drew them to Buda in the first place. Most frequent responses were:

- Small town atmosphere, country feel, rural
- Proximity to Austin, services, location
- Affordability
- Quiet, tranquil, quaint

Does that Characteristic still Exist - Over 81% of the survey respondents agreed or strongly agreed that the characteristic that drew them to Buda still exists in the area.

Will You Remain in Buda - 92% feel they are likely or very likely to remain in Buda for the next five years. This indicates a high level of satisfaction with the City and the area.

If You Will Not Stay, What are the Reasons - Among those that are not likely to stay, the following reasons were identified (note: some respondents selected more than one reason):

- Job related move - 20%
- Need larger / smaller home - 23%
- Different school district - 3%
- Dissatisfaction with the community - 30%
- Better commute to work - 30%
- Other reasons - 20%
 - Moving to a smaller community (25%),
 - Retiring (19%)
 - Moving closer to family (13%)

Other Key Survey Results

Most Important City Issues - Regarding a list of 25 City related issues, survey respondents were asked to indicate how important or unimportant each of these issues were to them.

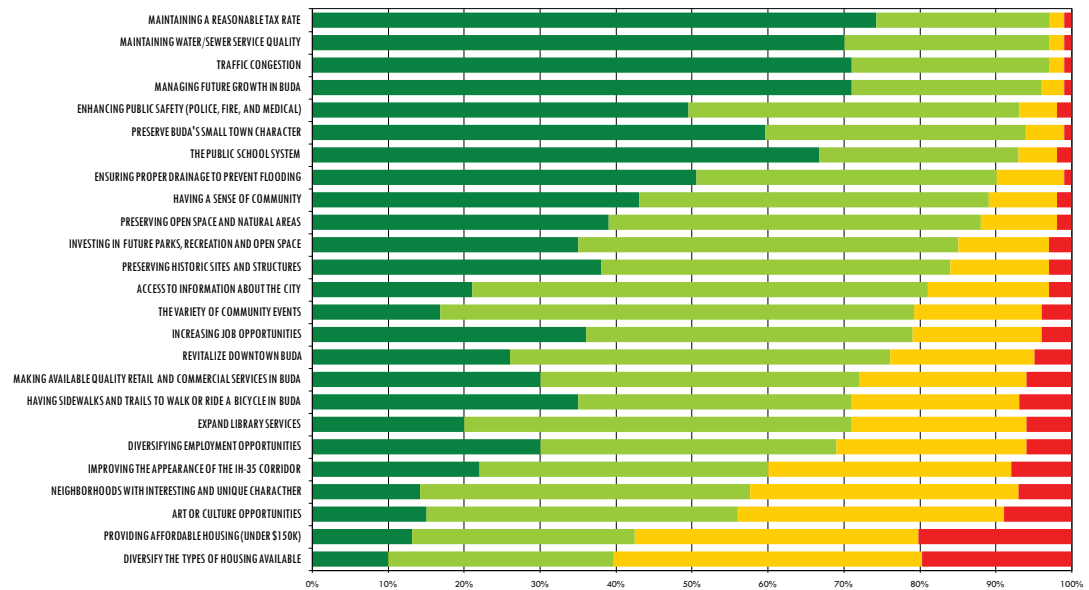
Only two issues, providing affordable housing and diversifying the types of housing that are available garnered less than a 50% level of importance.

The top five most important City issues mentioned, with over 90% responding that these were important or very important, included:

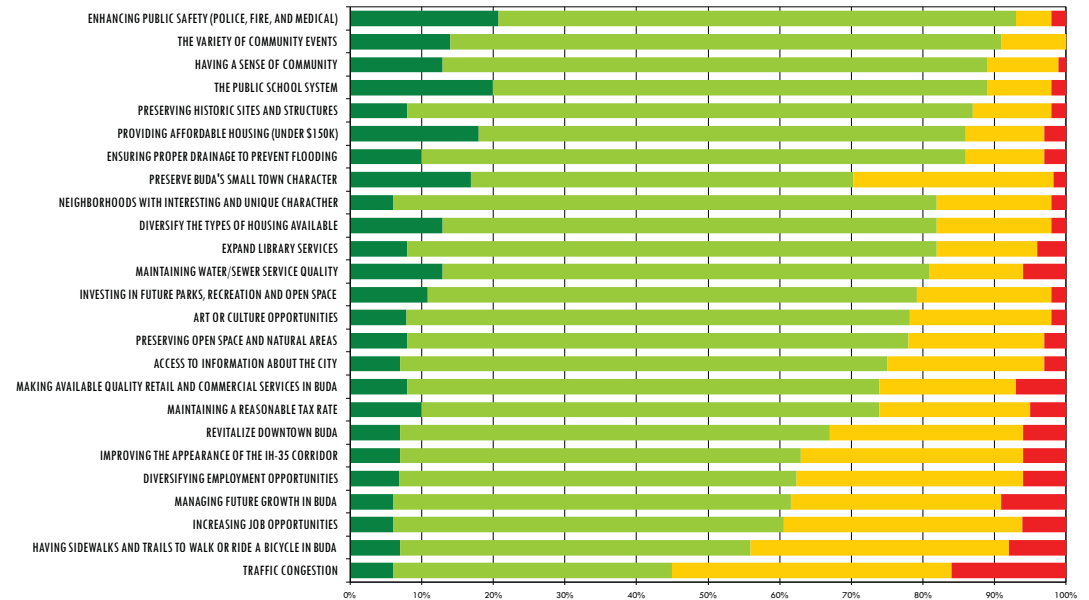
1. Maintain a reasonable tax rate
2. Maintain water service quality
3. Address traffic congestion
4. Manage future growth in the City
5. Preserve Buda's small town character

Current Satisfaction with Services or Key Areas of Concern - from a list of 25 key types of services provided in and near Buda, respondents were asked to indicate how satisfied or dissatisfied they were with each type of service. For this question, the provider of the service was not indicated. Some services were provided by the City of Buda, while others were provided by special districts, such as fire protection and emergency medical aid, and still others were provided by the Hays Independent School District. While residents expressed a high level of general satisfaction with almost all of the services or areas of concern, most received a very high level of satisfaction from less than 10% of the survey respondents. This relatively low level of contentment indicates a lower than desired level of enthusiasm and appreciation for many services and potential room for improvement.

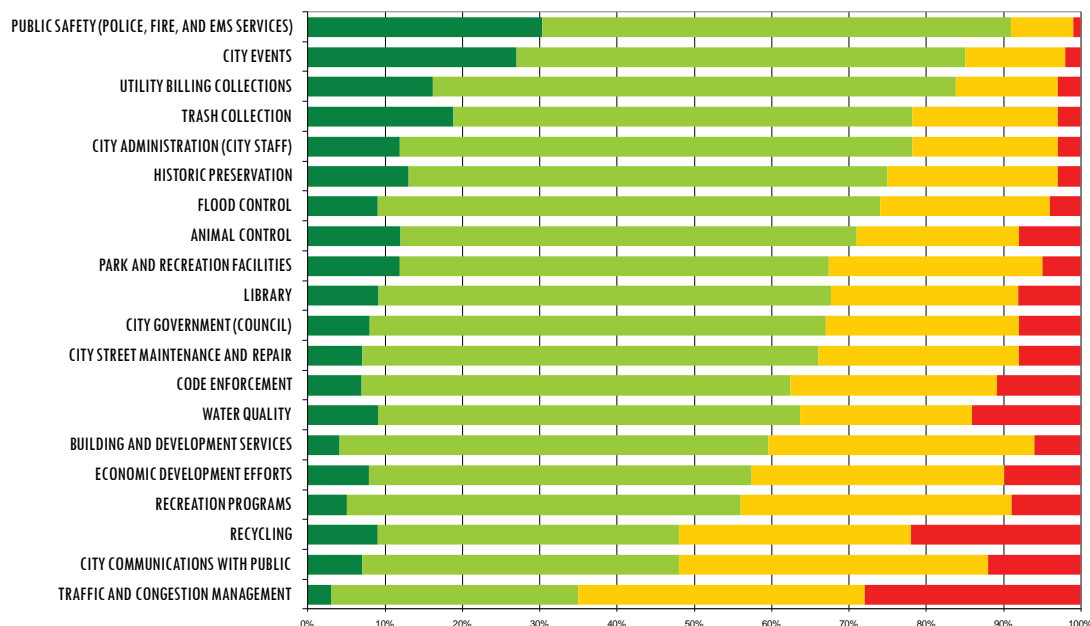
How Important or Unimportant do you feel it is for the City of Buda to Address Certain City Issues?



How Satisfied or Unsatisfied are you with Certain City Issues?



Evaluation of City Services



The Single Most Important Issues to Focus - From the questions on the preceding page, Buda area respondents were asked which are the key areas to focus on the most. The top five responses were:

1. Traffic congestion (24%)
2. Manage future growth (22%)
3. Maintaining a reasonable tax rate (9%)
4. Preserve Buda's small town character (8%)
5. Revitalize Downtown Buda (7%)

The Single Least Important Issues to Focus - Respondents were also asked which were the least important areas on which to focus on. The top five responses for areas that were the least important to focus on include:

1. Providing affordable housing (16%)
2. Art or culture opportunities (14%)
3. Neighborhoods with interesting/unique character (12%)
4. Diversify the type of housing available (10%)
5. Improve the appearance of the IH 35 corridor (7%)

With the exception of traffic congestion and managing future growth, no one single issue received overwhelming support.

Other Key Survey Results

Evaluation of City Services - Regarding specific services offered by the City of Buda or by the special districts for Fire and EMS services, respondents were asked to indicate their specific level of satisfaction. Most services garnered a high level of satisfaction, with only recycling and traffic and congestion management receiving less than a 50% satisfied level. For both more than 20% of the respondents were very dissatisfied.

The top five services receiving over a 75% rate of satisfaction included:

1. Public Safety (Police, Fire and EMS Services*)
2. City Events, such as the Weiner Dog Festival
3. Utility Billing and Collections
4. City Administration and Staff
5. Trash Collection

Other services or areas of City government receiving a high level of satisfaction included animal control, park and recreation facilities, city council, the library, street maintenance, economic development services and building and development services.

One key area of concern is City communications with the public of Buda. At just over a 50% level of satisfaction, and with just 5% very satisfied, many respondents seemed to indicate that they wanted the City of Buda to improve its communication with citizens of the area.

Transportation Issues

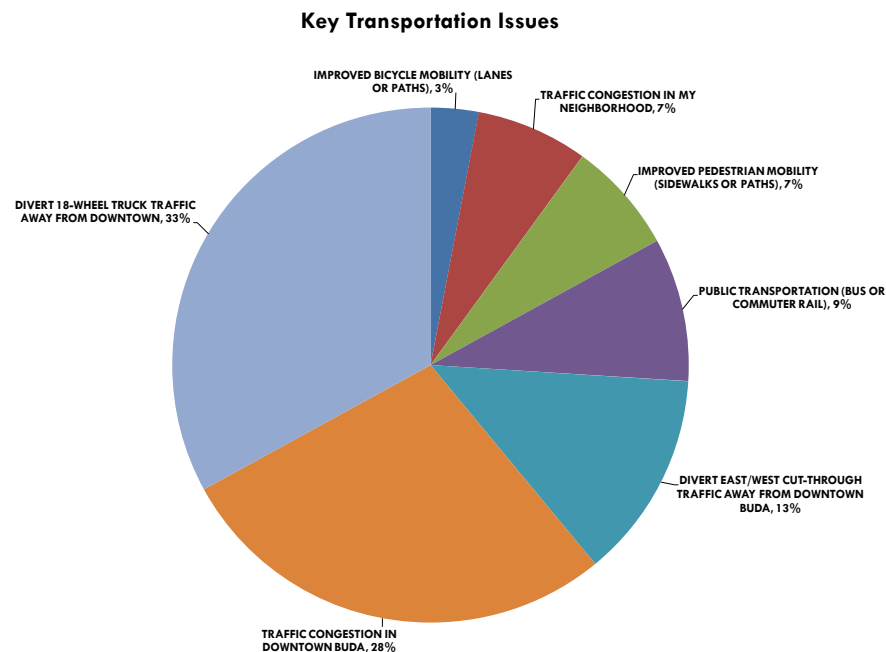
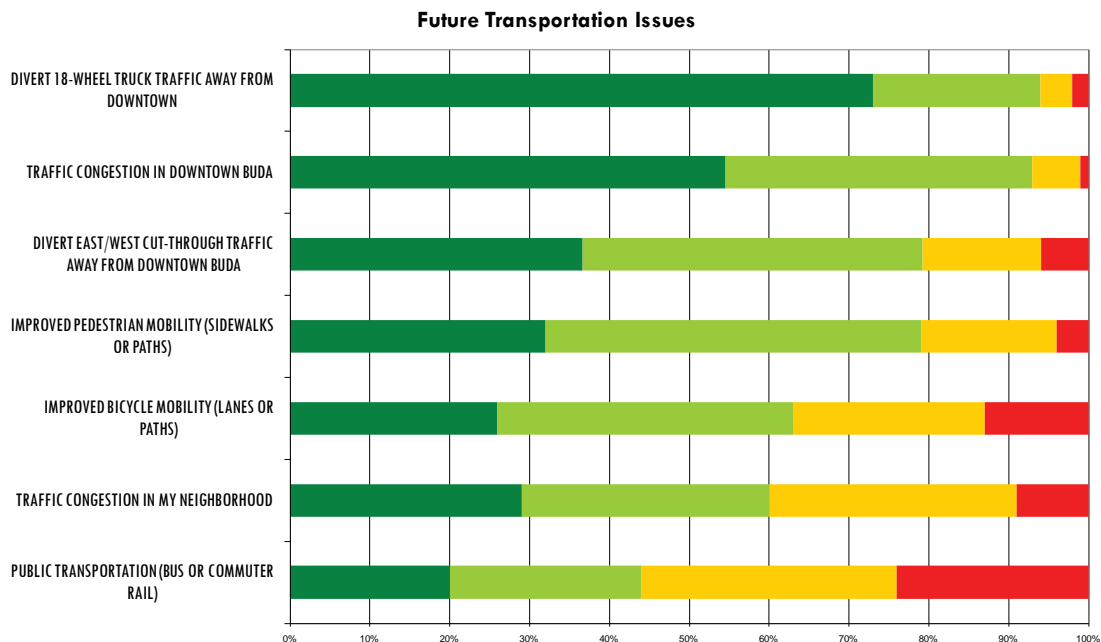
Importance of a Variety of Transportation Issues

Issues - Survey respondents were asked to note how important or unimportant seven key transportation and mobility issues were to them. Overwhelmingly, the issue of truck traffic in the downtown area and overall downtown traffic congestion were the two most critical issues. The level of passion regarding the 18 wheel truck issues is extremely high, with almost 75% of respondents indicating that this was an extremely important issue.

Pedestrian and bicycle mobility were also rated as being important, with each garnering over 65% support. Neighborhood traffic congestion and public transportation ranked lower than other issues, but still received almost 50% levels of importance.

Single Most Important Transportation Related Issue - when asked to select the most important transportation issue to address, respondents again highlighted the issue of truck traffic and the need to divert it from the downtown area. Congestion in downtown continued to rank as an important issues.

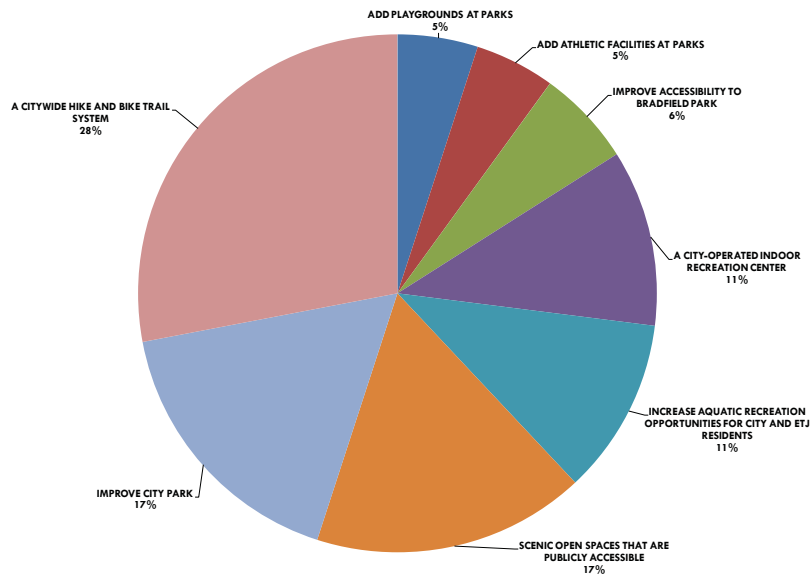
Conversely, bicycle lanes or paths ranked lower, with 3% of respondents indicating that this was the most important issue to address.



Importance of Addressing Certain Park and Recreation Issues



Key Park System Issues



Park and Recreation Issues

Importance of a Variety of Park and Recreation Issues - Survey respondents were also asked to note how important or unimportant eight key park and recreation issues were to them.

A desire to improve City Park received the highest support, with almost 80% of respondents indicating its importance to them. Other key issues included preserving scenic open spaces and creating a citywide hike and bike trail system.

Creation of a citywide hike and bike trail system received the most passionate support, with 35% of respondents indicating that this was a very important issue to them.

Single Most Important Park and Recreation Action - When asked which single park related issue was the most important, respondents indicated that the creation of a hike and bike trail system was the most important, followed by improvements to City Park.

Adding playgrounds and athletic facilities, as well as improving access to Bradfield Park ranked as the least single most important action. In the case of Bradfield Park, many residents of other parts of the City may have determined that greater accessibility to that single park was not of paramount importance to them.

In both cases, the desire to create a city-operated aquatics facility, as well as the creation of a new indoor recreation center received average levels of support, indicating that these are currently not as important but may be future issues to address.

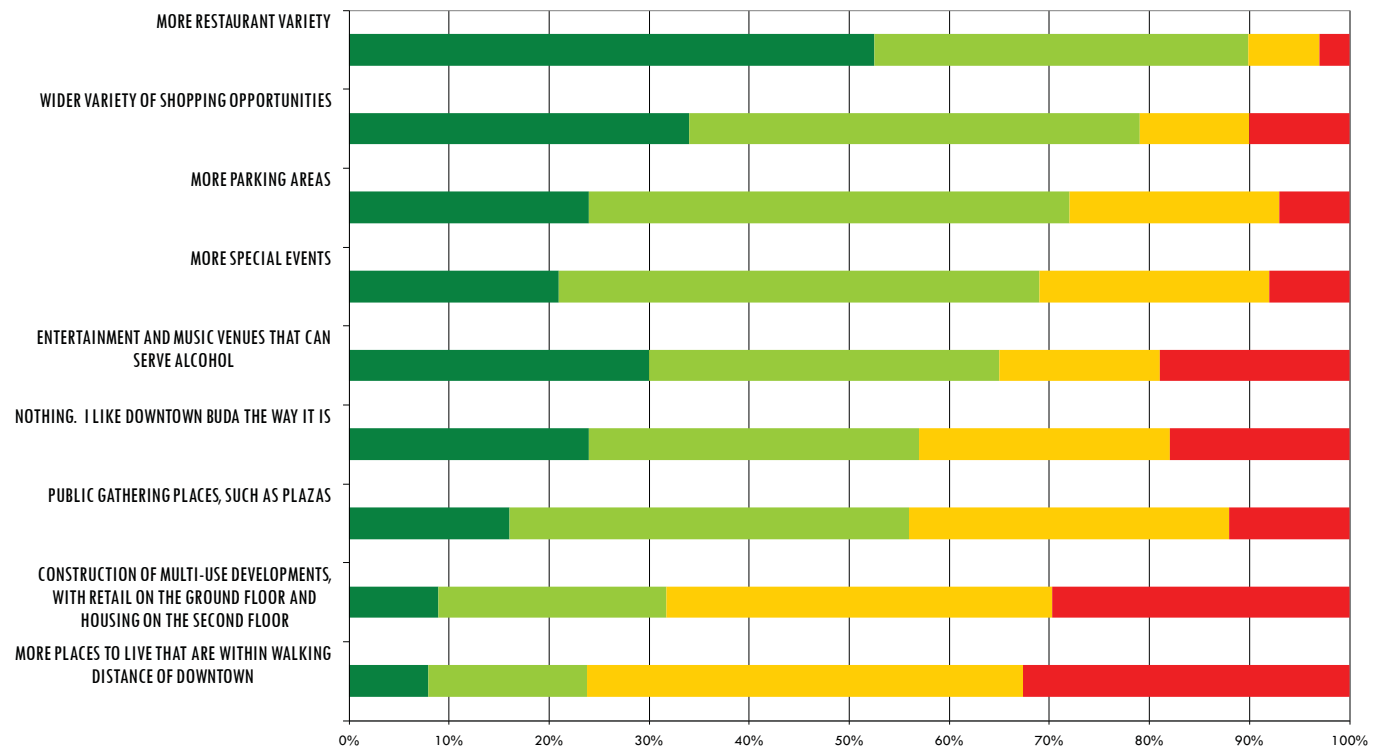
Downtown Buda Issues

Improvements that would add to Downtown Buda - Survey respondents were asked to rate the importance of nine potential actions that could increase visitation to Downtown Buda.

More restaurants within the Downtown area received the highest level of support, followed by providing a greater variety of shopping opportunities.

Construction of multi-use developments with ground level retail and nearby housing were rated as being less important.

Downtown Improvements That Would Likely Bring More Visitors



Level of Support for Funding Key Service Improvements

Survey respondents were asked to indicate which categories of improvements they would most likely support. Specifically, they were asked:

HOW STRONGLY WOULD YOU SUPPORT OR OPPOSE PAYING ADDITIONAL TAXES, EITHER IN THE FORM OF INCREASED PROPERTY TAXES, A BOND ELECTION, OR ADDITIONAL FEES, FOR THE FOLLOWING SERVICE IMPROVEMENTS?

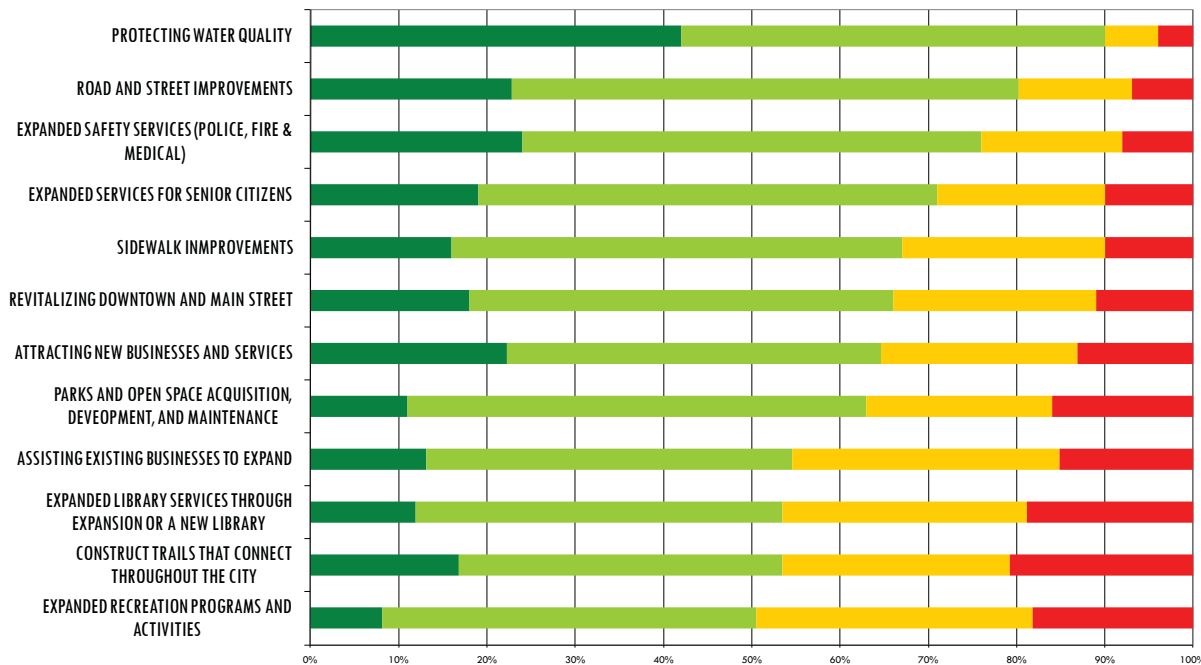
This is a critical question, since it indicates support to fund many of these actions, even if some additional or higher levels of taxation may occur. It is important to note that higher levels of detail as each action is fleshed out will change the levels of support.

All of the potential actions received positive support, with even the least supported action (improving recreation programs) receiving 50% support. Protecting water quality and implementing road and street improvements received 80% or higher levels of support, followed by expanding public safety, sidewalk improvements, and revitalizing Downtown and Main Street.

Only preserving water quality received a very high level of passion, with very strong support exceeding 40% of all respondents.

Support for expanded library services through expansion or development of a new library received 53% support.

Support for Funding Service Improvements



Respondents were asked to indicate which of the twelve actions they would rate as being the most likely that they would support with higher taxes. An option to indicate that they did not favor higher taxes was included. Only road and street improvements stood out as a clearly supported choice. The top five choices were as follows:

1. Road and street improvements (21%)
2. Expanded safety services (14%)
3. Do not favor paying additional taxes or fees for service improvements (12%)
4. Protecting water quality (9%)
5. Expand library services through expansion of the library (8%)

HISTORIC DOWNTOWN BUDA

How do you preserve the historic downtown while allowing it to grow and prosper? What steps are necessary if there are a lot more to those ideas you feel should be explored more to a way to protect and preserve downtown Buda?

STREETCAPS
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

RESTORE AND CROSSINGS
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

WALKING AND BIKING
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

ARTIST RESID
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

PUBLIC SPACES
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

ALLOW TRASHING
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

DEVELOP PUBLIC PLACES
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

STREET LIFE
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

LOCAL DENSITY
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

REDEVELOP HOUSING
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

DEVELOP RESTAURANTS
The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets. The historic downtown Buda is a beautiful area with many historic buildings and streets.

An additional board for the historic downtown was similarly set up, and asked attendees to identify what revitalization efforts were appropriate.

Ideas for Revitalization of Historic Downtown Buda	
Develop Urban Public Places	24
Increase Street Life	20
Improve Streetscaping	19
Diversify Restaurant Choices	19
Support Infill Development	19
Promote Public Events	17
Support Adaptive Reuse	16
Improve Pedestrian Crossings	13
Increase Density of Development	12
Diversify Housing Choices	9
Allow Transition from Home to Business	8



Image Source: pedbikeimages.org/
Dan Burnham

Top Identified Strengths in Buda - The list below depicts the most commonly mentioned strengths of Buda among the table discussions (and the number of tables that mentioned it):

1. Small Town Character (13)
2. Parks, Open Spaces, and Natural Resources (10)
3. Location (8)
4. Sense of Safety (8)
5. Schools (6)
6. Historic Downtown (6)
7. Sense of Community (5)
8. Festivals (4)
9. Low Taxes (3)

Top Identified Challenges in Buda - The list below depicts the most commonly mentioned challenges Buda faces with growth (and the number of tables that mentioned it):

1. Impact on infrastructure, city services, and city facilities (20)
2. Impact on traffic and the transportation network (17)
3. Protecting the character of Buda (9)
4. Job creation and business attraction (8)
5. Maintaining quality communication with citizens (5)
6. Growing without raising taxes (5)
7. Revitalizing Downtown (4)



Worksheets filled out by tables summarizing their discussion on strengths and challenges were pinned up on the walls so that meeting attendees could go around and review what other tables had discussed.

Meeting #2 - Direction of Recommendations

Meeting Format - This meeting format was similar to that of the first workshop, but discussions focused on the direction of recommendations. An open house allowed meeting attendees to review the proposed recommendations. A presentation given by the Planning Team gave more detail on these recommendations before the crowd formed small-groups to discuss and prioritize the recommendations.

The table discussions focused on each of the elements presented and possible recommendations, and what they felt were the most important to be implemented. The elements presented included transportation, parks, economic growth, civic facilities and programs, and downtown. Also, a draft of the Future Land Development Plan was presented. Each table was also given the opportunity to discuss any ideas they completely disagreed with. This information was valuable in forming priorities and confirming that the Planning Team was heading in the right direction.

Results - Below is a summary of the table discussions for each plan element, as well as any concepts they did not agree with.

Transportation - Common priorities for transportation include improving connectivity throughout Buda, including connectivity of neighborhoods, pedestrian connectivity, and connectivity of the arterial network. In particular, many people felt that finding a way to improve traffic conditions along FM 967 was a priority. Creating a walkable community was also a priority among the meeting attendees.

Parks, Recreation, and Open Space - The most frequently mentioned priorities for parks and recreation include creating a system of trails and improving connectivity of the parks. Many tables also felt that maintaining and improving the existing parks Buda has was important. A couple groups also prioritized having more natural open space in Buda to be enjoyed.

Economic Growth - Many tables identified the role of small and local businesses as an important component of economic development and growth in Buda. They also felt strongly about identifying and pursuing critical redevelopment opportunities to enhance the Buda economy. Meeting attendees also prioritized improving downtown as an economic generator and center for Buda.

Civic Facilities and Programs - The two dominant priorities among meeting attendees were creating a civic center to increase meeting space in Buda and moving forward on improving the public library.

Downtown - Common themes for downtown include identifying and capitalizing on redevelopment opportunities in downtown, including underutilized properties as well as occupying vacant buildings. Walkability in downtown was also a priority among most of the discussion groups. Another common priority was ensuring downtown could thrive economically.

Future Land Development Plan - The most commonly mentioned priority for the FLDP was the idea of mixed use nodes. Tables also added that they wanted to make sure that maintaining small town character was a priority as Buda grows.

Most meeting attendees agreed with what was presented at the meeting, indicating to the Planning Team that recommendations were on the right track. Among the ideas presented at this workshop, a couple tables were concerned over the idea of converting angled parking in downtown to parallel spots, particularly in terms of the challenges associated with parking in parallel spots as well as the potential loss of parking spaces.

Other general concerns voiced during the meeting included ensuring implementation of the comprehensive plan. Meeting attendees wanted assurance that the plan would be followed, and that the City would work hard to get everyone on board to implement the plan.





Meeting #3 - Key Near-Term Actions

Meeting Format - This meeting was primarily a presentation of the key near-term actions for various elements of the plan. Boards were put up around the room where meeting attendees could review the key actions before the presentation. The presentation detailed many of these actions, identifying the need for the action and the impact it would have on Buda. After the presentation, meeting attendees were invited to ask questions and provide their opinions on the actions.

Results - The discussion following the presentation identified what ideas need to be stressed more, and what concerns they still have. The conversation focused primarily on three areas:

Implementation - Meeting attendees wanted confirmation that the comprehensive plan would be implemented as adopted, and City Council would not take the liberty to do something against the comprehensive plan. Residents want accountability, and the plan document needs to be a living, useful document, not just put on the shelf. This discussion brought up recent decisions by City Council that conflicted with the 2002 Comprehensive Plan. This conversation highlighted a distrust for the planning process and a need for accountability to implement the plan.

Downtown - Many people were concerned about the vitality of downtown. Generally, residents agreed that downtown does not have enough synergy to attract people there. This affects the suggestion of prioritizing improvements in downtown when so few people visit it, as well as the perceived issue with parking. This conversation helped identify that the approach for downtown needs to be comprehensive - addressing not just the aesthetics, but also increasing the businesses and opportunities in downtown to really make it a destination.

Engaging New Residents - Many attendees mentioned that there are many parts of Buda that have no ties or feel like they are not part of the Buda community, including areas east of IH 35. Moreover, many home buyers seem to be uninformed of being a citizen of Buda and their responsibilities and role as City citizens. The City of Buda needs to do more to engage those residents, including providing information to new residents. This conversation supported the recommendations to enhance citizen engagement through communication, neighborhood groups, and civic events.

ELEMENTS OF THE PLAN

What makes this type of plan comprehensive is that it doesn't focus on just one element of a community; rather, it evaluates all the components of a city and how they work together. Below are the nine elements of the comprehensive plan and the vision for each of them for Buda.

Economic Growth

Buda has a stable tax revenue base and strong local job market through increased and diversified economic and job opportunities for residents that make Buda a great place to live, work, and play.

Transportation

Buda has a transportation system that meets current needs and anticipated growth that balances transportation options including driving, walking, bicycling, and mass transit, and that is designed in a manner that respects and enhances the character of Buda.

Parks, Recreation, and Open Space

Buda has a superior system of parks, recreation, and open space that enhances the quality of life for all residents of Buda.

Housing & Neighborhoods

Buda has a blend of old and new neighborhoods that are full of character, interesting, sustainable, and where anyone can find a house that serves their needs and preferences for their entire life.

Community Identity

Buda is a unique community with a charming small town character, active neighborhoods, and many entertainment and recreation opportunities.

Civic Facilities and Programs

Buda's sense of community is enhanced through state-of-the-art civic facilities and programs and easy access to City information and resources.

Public Safety

Buda is one of the safest communities in the nation with a strong and friendly police, fire, and emergency service personnel.

Downtown

Buda's downtown thrives as the "heart of Buda" with strong economic opportunities and celebrates the city's historical and cultural heritage, making downtown a vibrant place to live, work, and play.

Historic Preservation

Buda protects its history and unique character by preserving its historic properties while affording opportunities for economic development and facility improvement.



A board at the public meeting describing the plan elements.



BUDA'S VISION FOR TOMORROW

Developing the vision statement for the future of Buda is the first step in creating a comprehensive plan. A vision statement reflects shared values of what we hope Buda becomes. It articulates the desired state of the community in the future. A vision statement is developed early in the planning process so that it helps frame the goals, objectives, and actions of the plan later in the process.

The first public workshop resulted in various vision statements developed through creative thinking and collaboration among Buda's residents.¹ From the statements that were formed, a single, cohesive vision statement was developed.

Vision statements are typically generic and reflect a desired state rather than identifying specifics that the goals, objectives and recommendations make. In order to connect the vision to the goals for each element, more specific guiding values are developed.

We envision a little big town that is clean, family friendly, metropolitan enough to stay up with the times, and exciting enough to keep kids here and keep them coming back here when they grow up!

Historic small town feel needs to be protected. A cohesive community involved in local events. Safe place to come home and live life with your community. Staying true to Buda's heritage.

Vision statements that were drafted by working groups at the first public workshop.



¹ See Chapter 3: Public Engagement for a more detailed discussion of Public Workshop #1 as well as the other public engagement components of the planning process.

vi • sion

In 2030, Buda is a premier community that appeals to residents of all ages. It is a community in which you can spend your entire life. The town reflects its historic heritage, has a unique identity that everyone can relate to, and makes smart decisions about housing, neighborhoods, transportation, recreation, the environment, development, and its economy in order to meet the needs of future generations.

Evidence of the quaint, historic Buda is seen along Main Street and in Old Town and other historic districts. The small-town character is further enhanced through the exceptional friendliness of the people and strong sense of community that is prevalent throughout the neighborhoods and City governance. Still, Buda embraces growth and development that reflects the people's environmental, social, and economic values in order to create a one-of-a-kind community and remain a vibrant place to live, work, shop, and play.

We will preserve our heritage of yesterday, create a high quality of life for today, and work towards leaving a sustainable community for tomorrow's generation.

GUIDING VALUES

The core values and vision expressed by Buda residents were used to guide the goals and recommendations for the Buda Comprehensive Plan. These are described below.

Community Character

Protect the unique and small town character of Buda. As Buda grows, land is developed, and new roads built or existing roads are widened, the existing small-town character of Buda must be preserved and enhanced.



Environmental Protection

Be stewards of the environment through conservation of natural open spaces and preservation of environmentally sensitive areas. Maximize on the environmental assets of Buda by identifying opportunities for access to them for the residents and visitors of Buda.



Responsible Planning

Plan for civic infrastructure and services in advance of growth so it does not negatively impact the rest of the community. The City will exercise fiscal responsibility in implementing its plans and programs in a manner that minimizes the need to increase taxes.





Economic Stability

Balance residential and nonresidential uses to diversify the tax base so the city is fiscally sound. A diverse economic base means diverse employment opportunities and diverse development type, which stabilize the economic vitality and tax base.



Unique Identity

Create a distinct identity for Buda that sets it apart from surrounding communities through urban design standards, neighborhood and community centers where people gather, and programs and services that promote neighborhood activity.



Livability for All

Ensure someone can live his or her entire life in Buda. Develop a high quality of life for all populations at all ages by providing housing, transportation, and services for all populations through all stages of life.



ORGANIZATION OF GOALS, OBJECTIVES, AND ACTIONS

The goals, objectives, and recommendations create the foundation for guiding future decisions and development. They are intended to be integrated with other more detailed plans and provide consistency and predictability in the day-to-day decision making among City staff as well as policy making by Buda's City Council.

Each plan element contains a goal, a series of objectives and recommended actions, and one or more benchmarks. The components are organized in a hierarchal fashion to ultimately achieve Buda's desired vision for the future. These components of each element are described below.

Goal

A goal describes the desired outcome for a plan element. It is different from a vision in that it speaks directly about the element.

Objective

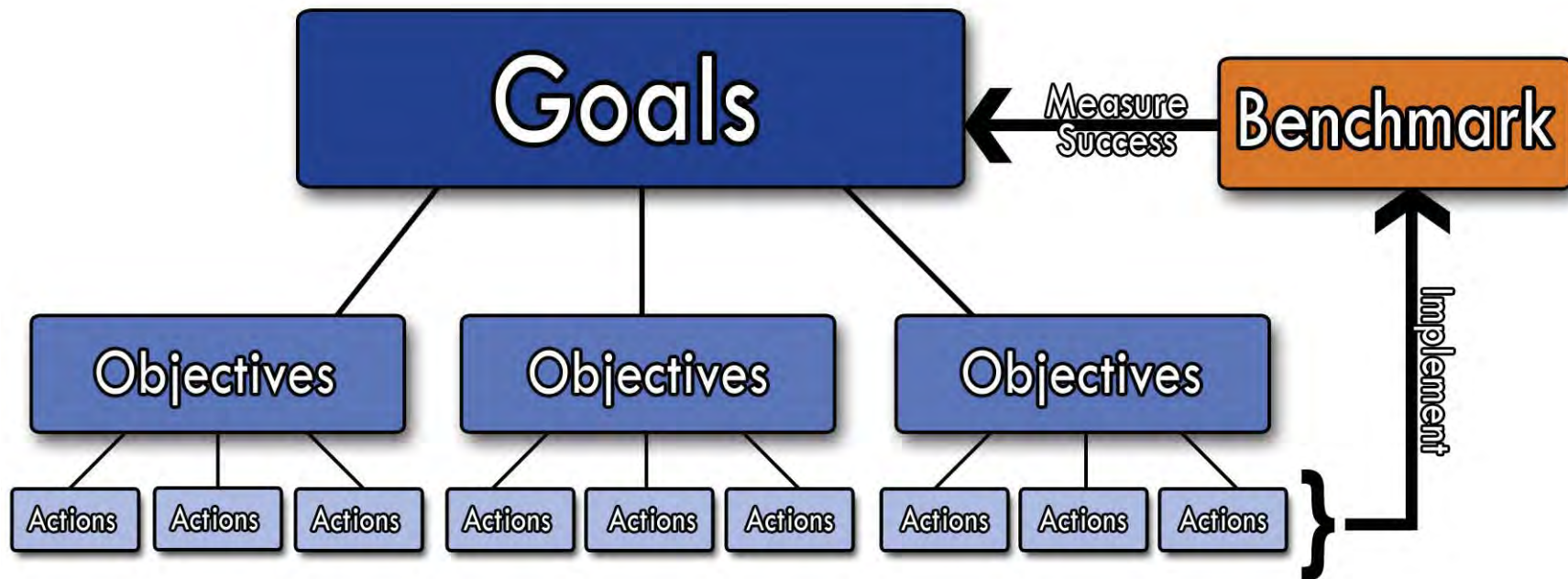
Objectives are identified statements or policies that work toward the element goal. It is more specific than the goal and addresses particular issues related to the element to achieve the desired goal.

Action

Actions include specific strategies or steps to take in order to reach a specified objective. Action items are specific enough to include a recommended timeframe for implementation, partners or agencies for implementation, and, in some cases, a potential cost.

Benchmark

A benchmark is a target measure toward which the objectives and actions are working toward. It measures progress toward achieving the goal over time. The benchmarks on the following pages are examples of ways to measure progress of plan implementation.



SUMMARY OF ELEMENT GOALS & OBJECTIVES

The Plan includes nine key elements. Goals and objectives for each element are summarized on the following pages, followed by a detailed discussion of the actions recommended for each plan element.

Economic Growth & Sustainability

GOAL: Buda has a stable tax revenue base and strong local job market. Increased and diversified economic and job opportunities for residents make Buda a great place to live, work, shop, and play.

OBJECTIVES

1. Provide infrastructure to support economic development.
2. Encourage diverse business development and expansion.
3. Support small business growth and development in Buda.
4. Enhance the economic viability of downtown Buda.
5. Attract “green” businesses and encourage green business practices in Buda.
6. Strengthen the tourism industry in Buda.
7. Strengthen marketing and promotional efforts.

BENCHMARKS

- * One job in City of Buda for every household in City of Buda.

Transportation

GOAL: Buda has a transportation system that meets current needs and anticipated growth, that balances transportation options including driving, walking, bicycling, and mass transit, and that is designed in a manner that respects and enhances the character of Buda.

OBJECTIVES

1. Plan roadway improvements for existing conditions and future demand.
2. Explore public transportation opportunities to improve commuting to Austin and San Marcos.
3. Create a well-connected street network to improve connectivity throughout Buda.
4. Pursue and encourage traffic management techniques throughout the City of Buda.
5. Promote and encourage walking and bicycling as transportation alternatives to the automobile.

BENCHMARKS

- * Increase average connectivity ratio in subdivisions across Buda (see T-2.5).
- * Reduce the commute mode of driving alone to 80%.

Parks, Recreation, and Open Space

GOAL: Buda has a superior system of parks, recreation, trails, and open space that enhances the quality of life for all residents of Buda.

OBJECTIVES

1. Ensure successful implementation and maintenance of parks and recreation resources.
2. Focus funding and efforts to make improvements to existing parks.
3. Develop a citywide trail network that connects parks, open space areas, residential areas, downtown, shopping centers, and other destinations throughout Buda.
4. Increase accessibility and proximity of recreational opportunities to all Buda's residents.
5. Preserve open space assets throughout the area.
6. Develop new recreation opportunities.
7. Protect Buda's environmental quality and identity by preserving the existing "urban forest".

BENCHMARKS

- * Reduce the acreage of "undeveloped" park land.
- * Every residence of Buda is within a quarter mile of a park, trail, or open space.

Housing & Neighborhoods

GOAL: Buda has a blend of old and new neighborhoods that are full of character, interesting, sustainable, and retain their value over time. Anyone can find a house that serves his or her needs and preferences for their entire life.

OBJECTIVES

1. Provide a sufficient and diverse mix of housing to ensure residents have housing options for all stages of the life cycle.
2. Expand accessibility to housing to people at all income levels through the provision of affordable housing and home ownership assistance programs.
3. Improve the condition of existing housing and ensure that new housing is of a sustainable quality.
4. Encourage dense, mixed-use projects in appropriate locations as a means of increasing housing supply and types while promoting neighborhood vitality.
5. Protect established neighborhoods.
6. Encourage and facilitate infill development.
7. Ensure that new subdivisions and neighborhoods are of a high standard and sustainable quality that promote connectivity, walkability, and a sense of identity.

BENCHMARKS

- * In neighborhoods that engage in revitalization efforts, raise average sales price of homes by 10% over 10 years.
- * All neighborhoods in Buda will have a neighborhood or homeowner association with which the City will establish communication.
- * Reduce amount of vacant and redevelopable properties within the city limits by 25% by 2020 and 50% by 2030.

Community Identity

GOAL: Buda is a unique community with a charming small town character, active neighborhoods, and many entertainment and recreation opportunities.

OBJECTIVES

1. Utilize gateways, entry signs, and landscaping at edges of the City of Buda and its ETJ to indicate entrance into Buda.
2. Improve the quality and character of development along the IH 35 corridor.
3. Improve the quality and character of development along gateway corridors.
4. Enhance Buda's streets with attractive streetscapes and signs.

BENCHMARKS

- * Add new gateway features by 2020.

Civic Facilities & Programs

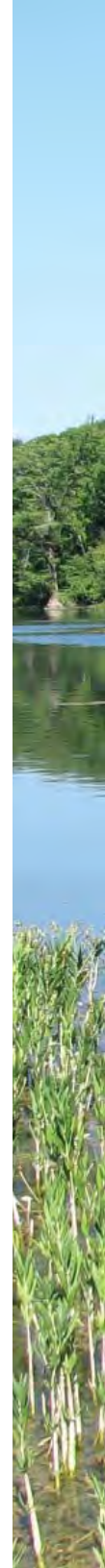
GOAL: Buda's sense of community is enhanced through state of the art civic facilities and programs and easy access to City information and resources.

OBJECTIVES

1. Develop a state of the art library and community education center for Buda.
2. Develop a state of the art civic center for Buda.
3. Develop City Park as a signature community park and outdoor event center.
4. Utilize community programs to increase civic engagement.
5. Expand and improve the quality of communication between City and residents.
6. Enhance Buda information and technology systems.
7. Utilize innovative methods for water and wastewater services and facilities in order to meet or surpass state and federal standards.

BENCHMARKS

- * Increase participation in community programs.
- * Reduce amount of city potable water used for irrigation.
- * Expand library by 2020.



Public Safety

GOAL: Buda is one of the safest communities in the nation with a strong and friendly police, fire, and emergency service personnel.

OBJECTIVES

1. Maintain a high level of public safety through the Buda Police Department, and support ESD #2 and #8 in providing a high of fire and emergency protection services for residents of Buda.

BENCHMARKS

- * Maintain or reduce emergency response times.
- * Maintain current fire insurance ratings.

Downtown Buda

GOAL: Buda's downtown thrives as the "heart of Buda" with strong economic opportunities and celebrates the city's historical and cultural heritage, making downtown a vibrant place to live, work, and play.

OBJECTIVES

1. Enhance the economic viability of downtown Buda.
2. Diversify business, restaurant, and entertainment choices in downtown Buda.
3. Establish a Park-Once-and-Walk policy for downtown Buda.
4. Enhance the street realm to create a high-quality pedestrian environment that is a safe and inviting place for people to walk, shop, and eat or drink.
5. Create and enhance parks, plazas, and other public gathering places to provide safe and inviting places for people to gather, relax, and play.
6. Strongly facilitate infill development and redevelopment in downtown Buda.
7. Create policies that support downtown enhancement.

BENCHMARKS

- * Reduce acreage of vacant, dilapidated developments, or under utilized properties in downtown.

Historic Preservation

GOAL: Buda protects its history and unique character by preserving its historic properties while affording opportunities for economic development and facility improvement.

OBJECTIVES

1. Preserve and protect Buda's historic heritage.
2. Encourage the preservation and enhancement of Buda's unique character among citizens and private land owners.
3. Provide adequate resources to guide and support design review of historic properties.

BENCHMARKS

- * Increase amount of grant funding distributed to downtown businesses or property owners to rehabilitate historic structures to \$50,000 annually.

The following pages include a more detailed discussion of each of these nine plan elements, including:

- * information on the existing status of the element in Buda;
- * key issues and opportunities based on public input and field work; and
- * detailed discussion on recommendations.

ECONOMIC GROWTH & SUSTAINABILITY

Since 2000, Buda has been one of the fastest growing cities in the state of Texas. As discussed earlier, Buda's growth is largely attributed to its proximity to Austin and its location along the Interstate 35 corridor. The city is expected to continue to grow, both in population and economic vitality.

The Austin-Round Rock Metropolitan Statistical Area (MSA) is one of the strongest regional economies in the country. Since 2000, nearly 100,000 jobs have been created in the region. While Buda did not experience as much job growth, it did experience significant residential growth.

In early 2000, Buda re-formed both a Chamber of Commerce ("Chamber") and Economic Development Corporation (EDC). As the region continues to be attractive to major employers, Buda should maximize its opportunity to capture more employment growth by attracting employers to the city. The challenge for Buda will be to promote economic growth and development while preserving and improving the community's quality of life.

Local Job Growth

At the turn of the decade, Texas, and even more so, Central Texas have fared better than much of the country economically. In July 2010, the national unemployment rate was 9.5%. In comparison, Texas had an unemployment rate of 7.5%, and the Austin-Round Rock MSA had an unemployment rate of 6.5%.

Similarly, jobs in Buda have grown steadily as an increasing number of businesses locate to Buda. According to the 2010 Buda Retail Trade Study produced by the Buda Economic Development Corporation and CAPCOG, the 78610 zip code, which encompasses Buda and some of the surrounding areas, had a total of 9,935 jobs, an increase of 46% over the employment base of 6,812 in 2002. The study found that most new jobs were in the retail sector, but construction was still the dominant employment sector in the area. Manufacturing was also a growing industry between 2002 and 2010.

Additionally, in 2008, CAPCOG conducted a study of employment commuting, measuring the number of workers travelling to and from

any zip code pair. This analysis showed approximately 93% of the 78610 workforce population commutes to a different zip code to work. Those employees who live and work in the 78610 zip code fill approximately 18% of the local jobs (those in 78610), leaving 82% of the jobs in the 78610 zip code filled by residents of another zip code.

The table to the right is a comparison of the number of jobs in the 78610 zip code by employer industry compared to the labor force characteristics of Buda's population. This comparison highlights the many opportunities that exist to fill local jobs with local workforce.

COMPARISON OF INDUSTRY JOBS TO LABOR FORCE 78610 ZIP CODE & CITY OF BUDA			
Industry	Jobs in 78610	% of Total	Labor Force (City of Buda)
Construction	1,903	19.2%	349
Retail trade	1,696	17.1%	477
Manufacturing	1,271	12.8%	293
Other services, except public administration	771	7.8%	144
Agriculture, forestry, fishing, hunting	666	6.7%	28
Mining	51	0.5%	
Accommodation and food services	637	6.4%	167
Arts, entertainment, and recreation	303	3.0%	
Finance and insurance	410	4.1%	
Real estate and rental and leasing	249	2.5%	257
Management of companies and enterprises	<10	NA	
Professional and technical services	329	3.3%	253
Administrative and waste services	609	6.1%	
Educational services	107	1.1%	569
Health care and social assistance	282	2.8%	
Wholesale trade	249	2.5%	15
Transportation and warehousing	191	1.9%	54
Utilities	29	0.3%	
Government	120	1.2%	344
Information	58	0.6%	107

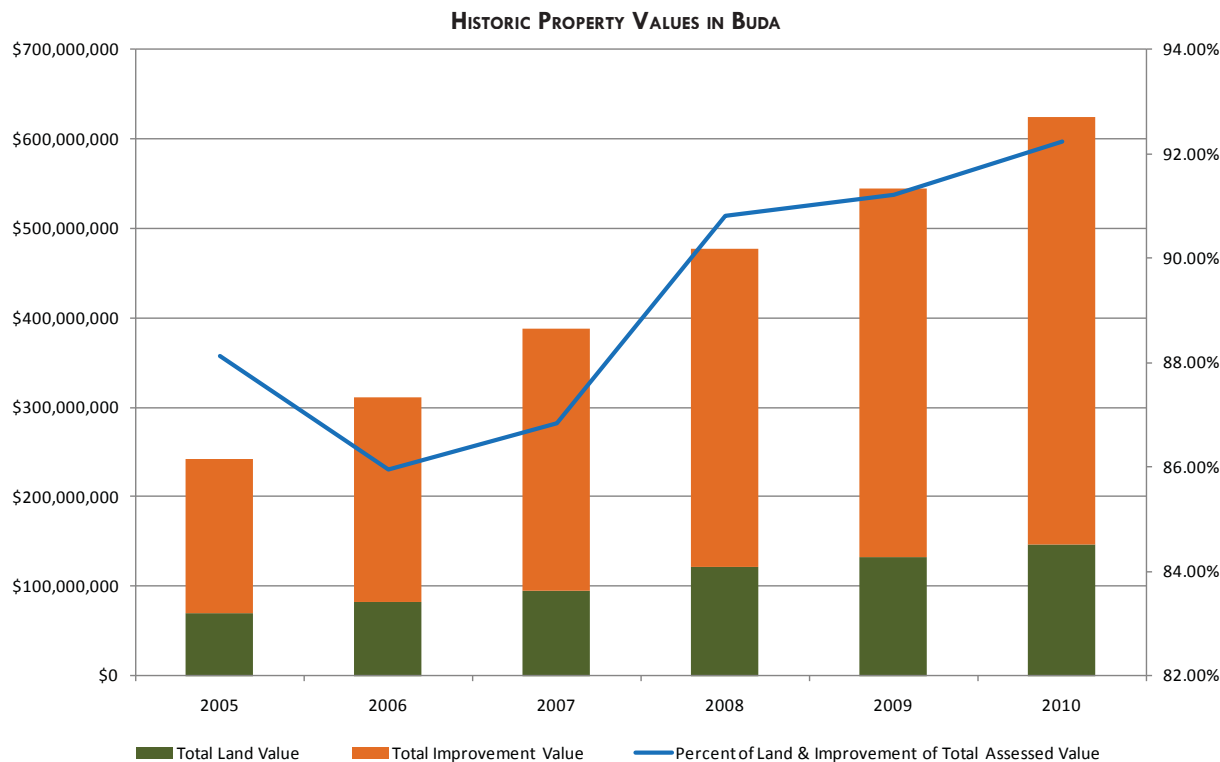
Source: 2010 Buda Retail Trade Study; U.S. Census Bureau, Selected Economic Characteristics: 2005-2009

Property Tax Trends

Since 2005, the City of Buda has seen a significant increase in both residential and commercial developments in the city limits. As properties are developed, their land value increases and they add improvement value, both of which are accounted for in the total assessed value of properties for taxing purposes. Since 2005, the total assessed value of real property in the City of Buda has increased 148%, from \$264 million to \$653 million in 2010. This includes the value of land and improvements as well as value of personal property and productivity. As properties are developed, the value of land and improvements account for more of the total assessed value. In 2010, the total value of land and improvements accounted for 92% of the total assessed value of all property in the City of Buda.¹

¹ Property included in ad valorem taxes include real property, such as land and physical building improvements, as well as certain taxable personal property items. This latter component makes up the other 8% of the assessed value of property in Hays County.

Tax revenue is calculated based on two elements: the tax rate and the taxable value. Therefore, the increase in property tax value in Buda has a direct impact on the tax revenue the city receives and will often help thwart an increase in the tax rate. In 2010, the City of Buda's property tax rate is \$0.2567 per \$100 in value. In comparison to surrounding cities, this is low. The average tax rate among cities in the Central Texas region is approximately \$0.3845, and ranges from a low of \$0.1025 in Dripping Springs to a high of \$0.7090 in Lockhart. Tax rates often reflect the size of the city as services increase and a City's budget increases. Among similarly sized cities to Buda, as shown below, Buda still has a low tax rate.



PROPERTY TAX RATES (2010)	
Taxing Entity	Tax Rate (per \$100 in value)
Dripping Springs	\$0.1100
Buda	\$0.2576
Kyle	\$0.415399
Hutto	\$0.50758
Leander	\$0.65042
Manor	\$0.8026

Sales Tax Trends

Sales tax in the state of Texas is 6.25%, and local jurisdictions and entities such as counties, cities, transit authorities, and special districts may add up to 2% in local sales tax for a total maximum sales tax rate of 8.25%. Buda has a 1.5% tax rate, and Hays County has a 0.5% rate, bringing the total sales tax rate in Buda to the maximum 8.25%. This is typical for other communities in Central Texas. Neither Travis nor Williamson County collects sales tax, so most of the communities collect the remaining 2%. In other cities, the local sales tax rate is split with the city and other entities, such as a special district (Pflugerville) or the transit authority (Austin and Leander). The table to the right illustrates the local sales tax rate of Buda and other communities in the Central Texas region.

Sales, and therefore the City's sales tax revenue, have generally increased over the past decade as retail offerings have improved in Buda. There was a significant increase in sales in Buda retail in 2005, and again in 2007. However, the general economic hardships at the end of the decade have significantly influenced the buying power and shopping habits of households across the nation, and has been felt in Buda. This lack of confidence in the market has slowed retail development, and since 2007, Buda has seen little new retail development.

Moreover, several retail centers have been developed in nearby communities surrounding Buda, including South Park Meadows in South Austin and Kyle Town Center in Kyle. The proximity of these developments will make attracting retail to Buda a challenge.

SALES TAX RATES	
Taxing Authority	Tax Rate
City of Buda	1.5%
Hays County	0.5%
Williamson County	0
Travis County	0
Austin	1%
Transit Authority	1%
Cedar Park	2%
Georgetown	2%
Pflugerville	1.5%
Special District	0.5%
Kyle	1.5%
Leander	1%
Transit Authority	1%
Round Rock	2%

ANNUAL SALES TAX RECEIPTS AND BUDA SALES TAX REVENUE			
Year	Annual Sales Subject to Sales Tax	City Sales Tax Revenue	Annual Growth
2002	\$65,882,839	\$988,243	
2003	\$78,175,814	\$1,172,637	18.66%
2004	\$100,715,179	\$1,510,728	28.83%
2005	\$145,314,962	\$2,179,724	44.28%
2006	\$140,753,403	\$2,111,301	-3.14%
2007	\$182,870,001	\$2,743,050	29.92%
2008	\$179,734,017	\$2,696,010	-1.71%
2009	\$176,185,256	\$2,642,779	-1.97%
2010	\$179,179,324	\$2,687,690	1.7%

City of Buda's Revenue

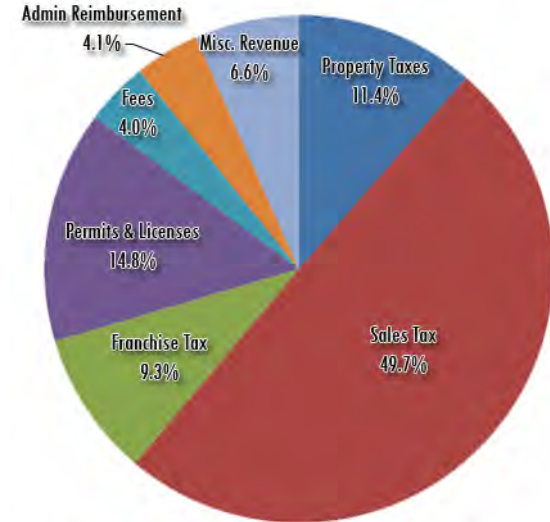
Property and Sales Taxes have a significant impact on a City's revenue and spending power. Together, these revenue sources make up 60% of the City's General Fund.

Buda's General Fund revenue is heavily dependent on sales tax and needs a stable property tax base. In FY 2010-2011, 50% of the City's General Fund revenue came from sales tax. Having such a significant portion of the revenue coming from sales tax puts Buda in a vulnerable situation in economic downturns. While the City does benefit greatly when spending increases, it can also be significantly hurt when residents and visitors cut back on their spending, too.

However, increasing the property tax base in the City isn't a simple solution. Property values are directly related to the use of land. Land developed for residential uses typically have a lower total assessed value per square foot of land as compared to commercial uses, thus commercial uses have a greater impact on the property tax revenue the City receives. Because of this, it is very important to have a balance of residential and non-residential land uses in the city. According to the Hays Central Appraisal District, 2010 Comptrollers Audit Report, 61.4% of the appraised property values of the tax roll in Buda are residential uses, and 21.8% are commercial properties. In other words, the value of residential uses is supporting nearly two-thirds of the taxable property value by which the City generates its revenue, while commercial uses only account for one-fifth.

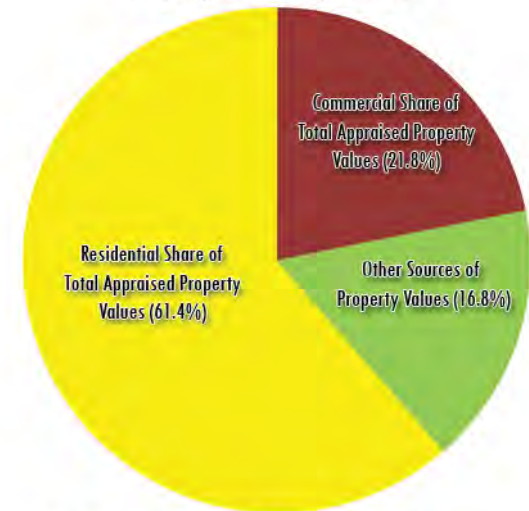
With a high proportion of residential uses, the City is reluctant to raise property taxes, putting the City overly-reliant on sales tax revenue. By increasing the amount of commercially used properties in Buda, the property tax base will grow significantly, allowing the City to more greatly diversify its tax base and revenue sources.

City of Buda Revenue Sources



Source: City of Buda, Texas Fiscal Year 2010-2011 Proposed Annual Budget and Plan of Municipal Services

Property Tax Base by Land Use



Source: 2010 Comptroller Audit Report for City of Buda Taxing Entity
Other Sources of Property Values include vacant land, agricultural land, etc

ISSUES, OPPORTUNITIES, AND FINDINGS

Meetings with City staff and other stakeholders and an evaluation of historical and current data identified a number of challenges and opportunities with regards to economic growth in Buda. Diversifying the economy is one of the key strategies for a stable economy that can withstand economic downturns.

Diversify the land use to balance the tax base.

The land use distribution in Buda is heavily residential, putting most of the burden for property tax revenue for the City on residential uses. Balancing residential growth with commercial and non-residential development will lessen the property tax burden on residents.

Diversify the employment mix to expand and stabilize job opportunities.

Currently, nearly half of the City of Buda's employment industry is in one of three trades - construction, retail trade, and manufacturing. With proximity to SH 45 and SH 130, Buda is positioned to take advantage of employment growth across many industry sectors. Access to these corridors also bode well for employment growth in transportation, warehousing, and distribution sectors. Furthermore, as Buda continues to grow, it is probable that the economy will transition from manufacturing and agriculture to more business- and service-oriented industries. To support the diversification of the job market, Buda needs to be sure it has an adequate supply of land zoned for developments to support these businesses and development types, such as office buildings, commercial centers, and business parks.

Increase support of small and local businesses in Buda.

Small and local businesses are extremely valuable to a local economy. For each dollar spent, local businesses contribute significantly more to a local economy than national chains. Furthermore, local and small businesses are more likely to support community efforts and initiatives than large corporations that have little interest in local happenings.

Need for appropriate infrastructure in key commercial areas.

Portions of the Interstate 35 corridor that are ideal for commercial uses lack the necessary infrastructure to support the types of developments that are appropriate. In order to attract intense development along the Interstate corridor and convert under utilized and vacant properties into economically viable properties, the City must commit funds to expand and improve the utility infrastructure to these areas. The current Capital Improvements Plan calls for extension of water and wastewater services to these areas in the corridor not already serviced by other entities.

Strengthen the role of Downtown Buda in local economy.

While downtowns often represent the economic center of a city, downtown Buda is struggling in that role. There are many issues with downtown Buda affecting its ability to fulfill this role, and these are discussed in more detail later in this chapter in the Downtown Buda component. However, the Economic Development Strategy should recognize the importance of Downtown Buda as an economic asset, not only as a generator of sales and property tax revenues, but also as an attraction for residents who live in and around Buda, tourists from across the state and country, and employers who see vibrant downtowns as an indicator of a city's quality of life.

ECONOMIC GROWTH & SUSTAINABILITY

RECOMMENDATIONS

Goal Statement

Buda has a stable tax revenue base and strong local job market. Increased and diversified economic and job opportunities for residents make Buda a great place to live, work, shop, and play.

While governments have a limited role in improving all the elements important to economic development, they can have a significant impact through the provision of public services and through their role as partnership facilitators and as business recruiters. Some of the traditional strategies for local governments include:

- * preparing and assembling land for business development
- * modifying the regulatory framework to support business development
- * alleviating the financial risk through tax abatements, tax structures (TIFs), construction of infrastructure, and other trade-offs that take the financial burden off the business
- * providing or supporting workforce training to increase the quality of the local workforce
- * partnering with the private sector to promote economic development, such as participation in the chamber of commerce and other non-profit agencies
- * creating and maintaining a high quality of life to attract businesses and foster business innovation

Objective EG-1 Provide infrastructure to support economic development.

With the city's proximity to Austin and easy access to highways and ABIA, Buda is a prime competitor to attract companies and jobs. One of the necessary services cities provide to companies is reliable infrastructure to support their businesses. City staff have identified areas of Buda that are under-served by utilities and infrastructure, deterring and even preventing desirable companies from locating or growing here. By providing sufficient infrastructure ahead of business growth, the city will be ready to attract new businesses and jobs.

Action EG-1.1 Plan for and provide adequate and reliable infrastructure including water, wastewater, electric, and telecommunications to enhance under served areas of the IH 35 corridor.

Utility infrastructure should reflect the scale of anticipated land use, and along the IH 35 corridor this is not the case. The scale of development appropriate along the interstate corridor is among the most intense in the city. However, the infrastructure along much of it is insufficient to provide the utility services needed for this development, hindering growth of this corridor to its potential. Furthermore, to support the ability to diversify

the economy in Buda, the City and EDC need to assure that an adequate inventory of parcels that are suitable for business and employment uses exists in Buda. The current Capital Improvements Plan calls for extension of water and wastewater infrastructure and services to those areas along the IH 35 corridor that are not already serviced by another entity. Still, some of the CCNs servicing this area are not set up to provide the capacity of water and wastewater service needed to support more intense development.

Action EG-1.2 Establish a Tax Increment Financing (TIF) district along the IH 35 corridor (outside of the existing Cabela's TIF) to help fund infrastructure improvements that will serve and attract new businesses to the corridor.

A TIF district can provide the needed revenue to finance public investments such as infrastructure. The improvements can be made now, and repaid with revenue generated in the TIF district. The Cabela's development utilizes a TIF to finance much of the infrastructure and streetscaping improvements on that site, enabling the development to happen and also creating a high quality development. See the Implementation chapter for a more detailed discussion on TIFs and other financing mechanisms.

Action EG-1.3 Research the cost/benefit, need, feasibility, and overall impact of adding rail sidings to serve industrial businesses in the southwest quadrant of the city.

A rail siding is a low-speed track section that breaks away from the main line. The industrial and manufacturing companies in the southwest quadrant of the city would greatly benefit from the siding as a place to load and unload their materials. The proposed Lonestar Commuter Rail Line will have an impact on the feasibility of a rail siding. As plans for commuter rail on the existing freight rail line are finalized, the City should research opportunities to create a spur from train depot to new freight rail line.

Action EG-1.4 Complete the truck bypass from IH 35 to FM 1626.

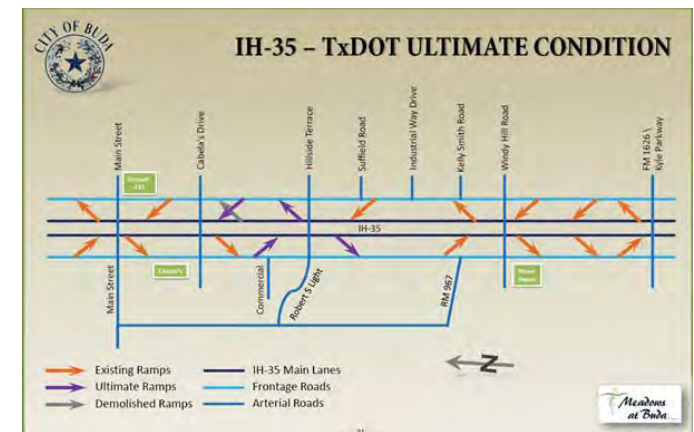
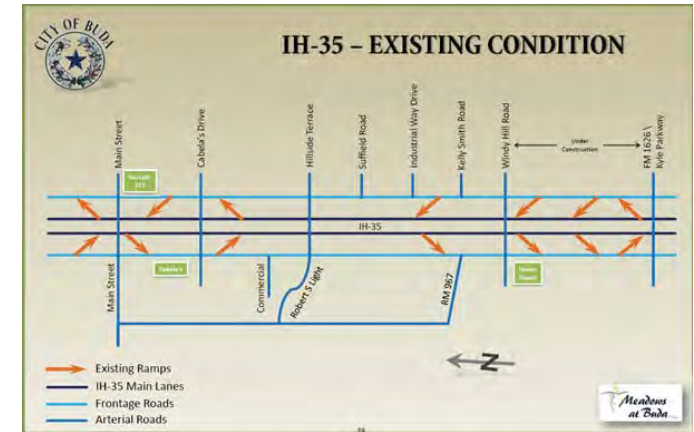
Completion of the truck bypass will give truck traffic a more direct connection between IH 35 and area industrial activities as well as bypass downtown Buda. This truck traffic through downtown is both a hindrance to the revitalization of downtown Buda as well as to truck drivers who get caught in the congestion. In 2011, the interstate overpass was nearing completion, and the portion of the bypass from IH 35 to Main Street was already completed. The segment to FM 1626 is critical to getting trucks out of downtown.

While the bypass will largely be funded and constructed by the Texas Department of Transportation, Buda and Hays County can assist by more aggressively searching for or providing additional funding and supporting TXDOT's efforts to complete the bypass. It is possible that local funds (from the County and City) can be leveraged through road bonds using "pass through" financing to expedite completion of the project.



Action EG-1.5 Continue to work with CAMPO and TXDOT to add on and off ramps from IH 35 to Robert S. Light Boulevard (the truck bypass).

Another important element of making the truck bypass a useful transportation route for trucks is providing access on and off the interstate. Currently, the bypass will not have a designated exit, possibly deterring use of the bypass. The current ramps will create congestion of heavy truck traffic at Windy Hill Road and Cabela's Drive. See also Action T-2.3. This project has been identified as a County priority to the Capital Area Metropolitan Planning Organization for 2012 funding.



Existing conditions and plans for IH 35 ramps in Buda.

Source: City of Buda, City Council Agenda Packet, May 17, 2011

Action EG-1.6 Maximize on connection between Austin-Bergstrom International Airport and Buda.

Austin-Bergstrom International Airport is a major asset to the region, and Buda has excellent accessibility to the airport via SH 45. Working with area major employers will help identify ways to improve connectivity to ABIA and Buda, maximizing the asset. Moreover, support improvements to the transportation system that strengthen this connection and take advantage of access to the airport. For example, Main Street East through the Sunfield MUD will eventually connect Turnersville Road and SH 45. Strengthening these routes will make ABIA a stronger asset for the Buda community.

Action EG-1.7 Work with land owners to develop large parcels of vacant or under utilized land that are located in a commercial corridor.

There are several sites throughout Buda that are located in major commercial corridors or development areas that are under utilized or vacant. Development of these properties will increase the tax base and generate additional revenue for the City and EDC.

The City and EDC can be key players in helping these properties develop. By being proactive, the City and EDC should work with property owners of these sites to develop a vision and master plan for each property and help market properties to developers and businesses.

Objective EG-2 Encourage diverse business development and expansion in Buda.

Diversifying the job and economic opportunities is key to creating a stable economy in Buda. An area's economy is supported by a variety of components, including not only job growth, but also the services and goods sold in Buda, which contribute to the public revenue through the sales tax. This objective addresses issues such as identifying and developing a Strategic Plan to establish a unified direction for economic development, identifying industries and job markets that are lacking in Buda, and identifying other areas of economic growth potential. This element also identifies opportunities to improve and maintain a highly qualified workforce in Buda, making it attractive to potential employers.

Additionally, having a local job base so that more Buda residents can work in Buda will help to alleviate regional traffic congestion issues. According to the Capital Area Council of Governments, "decentralization of both the workforce and employment centers makes carpooling and mass transit impractical for most workers."¹ With rising gas prices, commuting is not only a congestion issue; it's also a cost of living problem, as the cost of transportation for a household is steadily increasing.

¹ Data Points. May 2011. The Not So Curious Case of the Constant Commute.

As the region continues to grow in the years ahead, we must promote strategies that support communities featuring a balance of both people and jobs. Otherwise, we risk a future where a ever growing share of our regional resources—both public and private—are consumed by transportation costs.

~Capital Area Council of Governments. Data Points. May 2011.

Action EG-2.1 Develop a Economic Development Strategic Plan that brings together priorities, fact-based research, and incorporates the goals of the comprehensive plan to develop initiatives to enhance the economic vitality of Buda and to identify target employment industries to grow in Buda.

Buda is at an important junction today, where it must start making decisions about the growing demand for public services for an increasing population. Policies must be created that support a sustainable local economy. These decisions for economic development cannot be made independent of other community decisions about transportation, quality of life, and other development decisions.

A strategic plan for economic development will bridge the gap between the community's goals as outlined in Buda 2030 and the economic development strategies of the Economic Development Corporation. As Buda continues to grow, it must make difficult choices as its economy evolves.

An economic development strategic plan should outline strategies that achieve the Economic Growth & Sustainability goal of Buda 2030 through coordinating economic development initiatives; business development, attraction, growth, and retention; incentives and financing and other funding structures; workforce education and training; land assembly; providing infrastructure; and improving the quality of life.²

Action EG-2.2 Selectively use funding mechanisms (tax abatements, tax increment financing, public improvement districts, etc.) to encourage desirable economic development.

Incentives are a valuable tool for attracting businesses. Where businesses and developers can gain cost savings, they will no doubt take it. As discussed earlier, one of the few, but significant, ways local governments can influence economic development by passing down cost savings is through provision of infrastructure and tax abatements (breaks). Utilizing flexible and creative funding mechanisms can help attract businesses and provided the needed infrastructure.

While many may feel that now is not the time to be passing on cost savings and spending money for private development, the community must recognize the long-term impact in economic development and growth these investments provide. Incentive programs can be geared toward promoting business development that is "clean" or interested in becoming a community partner by participating in park and open space development and similar activities.

² American Planning Association, Planning and Economic Development Toolkit. Adapted from the Planning Advisory Service Report An Economic Development Toolbox: Strategies and Methods.

Action EG-2.3 Work with Austin Community College to promote and capitalize on the new higher education campus at FM 1626 and Kohler's Crossing.

Community colleges are very valuable in generating economic growth. Community colleges provide affordable training and education, developing a qualified workforce desired by employers. As employers move into Buda, they will require more from community colleges in training their workforce. Moreover, with a more qualified and educated workforce, the level of creative thinking and innovation improves for the community, leading to the development of more business ideas and growth in the entrepreneurial culture of Buda.

Community Colleges and Economic Development

Community colleges provide valuable programs that serve local community needs and the economic development goals of Buda. In particular, community colleges have emerged in the following three areas of programs:

- **Workforce development** - colleges provide training for employees of particular firms
- **Economic development** - colleges act in various ways to stabilize or increase employment in the community
- **Community development** - colleges promote the wellbeing of their communities in political, social, or cultural areas.

Grubb, Badway, Bell, Bragg, Russman. Workforce, Economic, and Community Development: The Changing Landscape of the Entrepreneurial Community College. Accessed May 13, 2011 from <http://vocserve.berkeley.edu/Summaries/1094sum.html>

Action EG-2.4 Work with the Texas Workforce Commission and/or Austin Community College to establish workforce training and educational programs.

As mentioned before, a trained and highly qualified workforce is a valuable asset to employers and companies looking to locate in Buda. The Texas Workforce Commission assists local governments with providing workforce training for its population and employers. Moreover, with ACC opening a campus on the fringe of Buda on FM 1626, opportunities to provide workforce training will expand.



Objective EG-3 Support small and local business growth and development in Buda.

Although large, major employers are a sign of a stable economy and workforce, they are not the *only* identifier of such. Thriving economies not only diversify their job industries, but also the size of businesses that exist in the community. Small businesses play a key role in supporting a local economy. According to the State of Texas' Small Business Advocacy of the Office of the Governor, "Small Businesses are the heart of Texas's economy. Small Businesses create most of the nation's new jobs, and they bring dynamic ideas, innovative services, and new products to the marketplace."

Buda already has a number of small businesses up and running. There are several benefits to supporting local businesses in Buda. For one, money spent at local businesses tends to stay in the local economy. Local merchants tend to employ more local labor and buy more local goods than the national competitors. Local business owners also keep their profits in state, and contribute more to local and state taxes. They are also more likely to promote local artists and authors. An economic impact analysis in Austin that compared local merchants to national chain found three major findings:

1. Local merchants generate substantially greater economic impact than chain retailers.
2. Development of urban sites with directly competitive chain merchants will reduce the overall vigor of the local economy.
3. Modest changes in consumer spending habits can generate substantial local economic impact.³

Buy Local groups and Independent Business Alliances play a significant role in supporting small and local businesses by providing the necessary support and resources to local businesses and economies. These organizations help to promote the local economy, including local food, energy, retail, service, and other economic sectors, with a long-range goal of improving the overall local economy.

The actions described here aim at improving the environment for small and locally-owned businesses to include them as a viable player in improving the local economy of Buda.

"Unlike a homogenized Anyplace, USA, a community with vibrant independent businesses retains its unique character as a great place to live and visit."

~Business Alliance for Local Living Economies

³ Civic Economics, 2002, Economic Impact Analysis: A Case Study Local Merchants vs. Chain Retailers, pp. 3-4

Action EG-3.1 Establish a business incubator to provide support for start-up and local businesses in Buda.

Start-up businesses have a failure rate of 80 percent during their first four years of operation, usually because of poor management, poor marketing, or lack of funding.⁴ A small business incubator is one tool that can help small-businesses thrive. However, there are several considerations that a community should evaluate before establishing an incubator.

A small business incubator is a facility that provides small, start-up businesses with affordable space and shared business support services with the common goal of enhancing the entrepreneurial climate and creating jobs in a community. They differ from Small Business Development Centers (SBDC) in that incubators focus on new companies while SBDCs provide services at any stage of business development. Incubators provide much of the support services to help a new firm take off, such as affordable office space, office services (copying, printing, faxing, computer, etc), financial assistance, and management training. Incubators can also provide financial support to small business tenants who need capital to improve their firm.

According to an article by Mike Woods and Robert Rushing of Oklahoma State University, there are four questions that should be answered before proceeding with the development of an incubator: (1) Is there sufficient demand for an incubator and the services? (2) Is the managing agency committed to the success of the incubator? (3) Is there a suitable site for the incubator that is convenient to potential tenants and existing businesses? (4) Is there community support for the incubator idea? There is a high degree of involvement required for incubator development and management, so the City and EDC of Buda may need to look to a separate organization to either partner or take the lead in developing and operating an incubator.

Additional resources on business incubators can be found through the Economic Development and Tourism division of the Office of the Governor and through the National Business Incubation Association.

Action EG-3.2 Reinstate and promote a “buy local” campaign to support small and local businesses.

“Buy local” campaigns are great marketing tools for the local and small business economy in Buda. “Buy local” campaigns are more than just stickers on windows to notify shoppers that they’re shopping at a locally-owned establishment. They also educate consumers about the advantages of local businesses on a local economy and community.

The Downtown Merchants Association started a “buy local” campaign several years ago, but it fizzled out. Local business organizations and campaigns to encourage shopping local have a history of turning positive results for local merchants and their survival rate. Reinstate the former “buy local” campaign to encourage local residents to shop at local businesses. Evaluate why the first attempt failed, and make appropriate changes.

⁴ As cited in Woods & Rushing, n.d., p. 1.

de•fined
business incubation
*a business support process
 that accelerates the successful
 development of start-up and
 fledgling companies by providing
 entrepreneurs with an array of
 targeted resources and services*
 ~National Business Incubation
 Association, www.nbia.org

Action EG-3.3 Work with local Community Development Financial Institutions (CDFI) to leverage resources and funding for development and support of local, small-business, minority-owned, and women-owned businesses in Buda.

Community Development Financial Institutions (CDFIs) help promote local economic growth by improving access to capital to support small and local businesses in communities across the nation. They are specialized financial institutions that work in markets that are under served by traditional financial institutions, including financial assistance to small start-up or expanding businesses. CDFIs are supported by the CDFI Fund, a program of the US Department of the Treasury whose mission is to expand the capacity of financial institutions to under served populations and communities.

In Central Texas, there are a handful of established and certified CDFIs that provide not only financial assistance, but also entrepreneurial business education and counseling. The City of Buda and the Economic Development Corporation can help facilitate the relationship between local CDFIs and its local business economy.

Objective EG-4 Enhance the economic viability of downtown Buda.

Downtown is always an important component of any economic development strategy. Traditionally, downtowns represent the social and economic core of a city. It is the *heart* of the city, defining the character and vitality of Buda. In Buda's case, downtown may not be the economic center of the city, but it should remain the social heart. Furthermore, downtown Buda plays and will continue to play a major role in the tourism component of Buda's economic development strategy. The historical character, unique businesses, and large festivals at City Park draw both visitors from the surrounding area and across the nation to downtown Buda. Continuing to improve the core of the city as a walkable and unique destination and maximizing on the already strong attractions of downtown Buda will further enhance the economic viability of downtown Buda as it relates to the overall goals for economic development.

"We all know where our Main Streets are, but do we know what they are and why they matter? Whether they are named First Avenue or Water Street or Martin Luther King Boulevard, what they represent is universal. Main Street is the economic engine, the big stage, the core of the community. Our Main Streets tell us who we are and who we were, and how the past has shaped us. We do not go to bland suburbs or enclosed shopping malls to learn about our past, explore our culture, or discover our identity. Our Main Streets are the places of shared memory where people still come together to live, work, and play."

~National Trust for Historic Preservation, Main Street Program

Action EG-4.1 Adopt the National Main Street Center's Four-Point Approach® to revitalize downtown Buda. As funding becomes available, re-evaluate resources and the need to participate in Texas Main Street Program.

The Main Street Four-Point Approach® was developed by the National Trust for Historic Preservation as a unique economic development tool for local efforts to revitalize their downtown districts. The State of Texas Office of Historic Preservation's Main Street Program also follows the Four-Point Approach®. However, in 2011 funding for the Texas Main Street Program was cut. In order to strengthen Buda's revitalization efforts, the City

should adopt the Four-Point Approach® and utilize the method to guide revitalization efforts of downtown Buda. The four points include:

- * **Organization** of partnerships among the various stakeholder and interest groups. Strong partnerships can provide ongoing management and advocacy for the downtown district.
- * **Promotion** and marketing campaigns help sell the image and offerings of Main Street, helping the business establishments be successful.
- * **The design** of Main Street is a crucial element to the revitalization of downtown. The buildings, signs, public spaces, streetscape, sidewalks, window displays, landscaping, and many other physical elements create an atmosphere that is inviting to employees, visitors, and residents.
- * **Economic restructuring** focuses on creating a strong economic base for downtown, including diversifying the mix of businesses, training business owners in management and skills, attracting new businesses as the market supports them, and converting vacant or under utilized properties downtown into economically productive properties.

Action EG-4.2 Conduct a market study for downtown Buda to identify target businesses, restaurants and attractions.

As described above in the discussion on the Main Street Four-Point Approach®, the mix of downtown businesses and services is important to attract the critical mass that will make downtown Buda a vibrant heart of the city. A market study of downtown Buda will help identify those business types that are lacking in downtown, as well as those that are over-saturated. Having a diverse mix of businesses will also balance the downtown economy, stabilizing it against economic downturns. This can be accomplished through a Downtown Master Plan (see DT-1.1).

Action EG-4.3 Continue to support existing and expand civic facilities and programs in downtown Buda.

As the heart of the community, downtown Buda is and should be the host of a variety of civic events, programs, and facilities. Currently, City Hall, the Police Station, and Buda Public Library are located downtown. There are opportunities to expand the civic facilities including a needed library expansion and convention/meeting center. (See the Civic Facilities & Programs element later in this chapter.)

Buda already supports a number of festivals and civic events that in turn support downtown. The events at City Park contribute significantly to the survival of downtown. Moreover, First Thursdays and the Buda Farmers' Market in downtown Buda have been valuable in supporting the downtown merchants and surrounding area's farmers. Continue to support these efforts, and explore opportunities to expand the civic programs and events available in downtown Buda.



Action EG-4.4 Strengthen e-marketing efforts of downtown Buda.

Society today is extremely mobile and tech savvy, making the Internet and social media sites very effective marketing tools. The Internet presence of downtown Buda is currently on the City's website as well as a Facebook Community Page. One of the biggest benefits of e-marketing is the reach it has over traditional print marketing. E-marketing has the potential to reach a global audience.

Considerations of time, staffing, and budget requirements will affect which e-marketing efforts to pursue. Efforts should first be focused on creating a high quality website dedicated to downtown Buda, identifying the businesses and restaurants, where to stay in Buda, a listing of the events in downtown Buda, and parking options. Although downtown Buda is not large, an easy to read map of the businesses, restaurants, and parking will also encourage visitors. It is very important that the website and e-marketing efforts be well-designed and user-friendly. If a potential visitor cannot easily find information such as where to shop, where to eat, where to stay, and where to park, it will discourage them from visiting. A website that provides valuable visiting information that is easy to find will help make planning a trip to Buda easy.

Action EG-4.5 Strengthen marketing efforts of downtown Buda along the gateways into Buda.

Interstate 35 carries approximately 100,000 cars per day through Buda, making the Interstate corridor a valuable marketing tool. To capitalize on this, install a billboard advertising historic downtown Buda. FM 1626 is another gateway into Buda that will provide an opportunity to increase marketing of downtown Buda. A billboard will not be appropriate for this corridor; however, the City should reference downtown Buda on any entrance gateway feature that is created along this corridor.

Action EG-4.6 Utilize incentives to obtain a diverse mix of retail, restaurant, and business establishments that preserve the character of downtown and make it a focal point for the community.

Using incentives is an effective way to get the type of development the community desires. Based on the market study (EG-4.2), utilize incentives to attract a diverse mix of businesses to downtown. This will include using the Buda Improvement Grants and other mechanisms that help mitigate the financial burden of infill and downtown redevelopment.

Objective EG-5 Attract “green” businesses and encourage green business practices in Buda.

Green can mean many things. Most often it refers to the impact a building or development has on the environment such as energy efficiency, or even how it may directly impact the environment around it. Some of the most important values that have been identified by the public are natural resources. This objective and the following actions create economic development policies that balance enhancing the economy while also promoting the environmental goals of Buda 2030.

Action EG-5.1 Provide incentives to attract green businesses and businesses that use “green practices,” such as telecommuting, low emission vehicle fleets, appropriate recycling and reuse of waste, and preservation of trees and natural vegetation.

Action EG-5.2 Identify and pursue green builders to come to Buda.

Encourage builders, construction companies, and land developers to utilize green building practices in developing commercial and residential properties. This can include not only the building itself, but also an entire site.

There are several resources that have criteria by which the City of Buda can measure developments. The Austin Energy Green Building program was the first green building program in the nation and a model for other green building programs nationally. Also, the U.S. Green Building Council has created a certification system (LEED) for various types of buildings, and is in the process of testing criteria for the design of a site (called Neighborhood Development). Another local example is the Sustainable Sites Initiative, an effort by UT-Austin, the Lady Bird Johnson Wildflower Center, and American Society of Landscape Architects that has created criteria for sustainable land development and management practices - both with and without buildings.

Objective EG-6 Strengthen the tourism industry in Buda.

Tourism is one of the important “export” industries in Texas. Only oil and gas production generate a greater gross domestic product than Tourism. Tourism has significant secondary (indirect) economic impacts on the local economy. In other words, for every dollar spent or job gained in the tourism industry (direct), there are secondary impacts in other industries that are triggered by that increase. For example, in Texas, there were 525,700 direct travel-related jobs with earnings of \$15.8 billion. The secondary impacts were 462,000 jobs with earnings of \$15.9 billion in other industries such as services, government, finance, real estate, and construction.



Recognizing that tourism has a significant economic impact on the local economy, pursue a strong tourism program in Buda. Tourism can also take the form as bed and breakfasts, festivals and craft markets, sporting and music events, museums and other entertainment centers.

Action EG-6.1 Develop a Strategic Tourism Plan to strengthen the tourism industry in Buda.

A strategic plan for tourism will help identify opportunities for partnerships, marketing, funding, and tourism resources such as natural, cultural, and historic assets. This can be a component of the Economic Development Strategic Plan, or a stand alone plan.

Action EG-6.2 Support improvements to infrastructure and amenities that provide a high quality experience for both residents and visitors.

Infrastructure is just as important for visitors as it is for residents of Buda. Creating an attractive place to visit is key in creating a destination. Infrastructure improvements and amenities such as streetscaping, wayfinding, and landscaping are all “placemaking” elements that help define Buda and create a unique destinations to visit as well as live.

Action EG-6.3 Support efforts to revitalize downtown Buda and diversify commercial and restaurant establishments.

Downtown Buda is and will continue to be a key component in attracting people to Buda. Support revitalization efforts in recognition of its role in the local tourism industry.

Action EG-6.4 Encourage the development of bed and breakfasts in and near historic downtown Buda. Evaluate the UDC to remove hindrances to bed and breakfasts and selectively utilize incentives to encourage their development

For many visitors, bed and breakfasts (B&B) offer a pleasant alternative to hotel or motel accommodations that enhance the experience of visiting a small town. Most B&Bs are located in residential uses because they tend to be renovated historic homes or buildings.

The UDC should support the development of B&Bs in and near the historic downtown Buda. Currently, the UDC regulations for B&Bs are consistent with other Texas communities; however, it is stringent on B&Bs in residential areas; The historic downtown district is a desirable and completely appropriate place to encourage bed and breakfasts. Overly strict regulations will make them not feasible and discourage their development.

At the same time, B&Bs will have impacts on residential neighborhoods that will need to be considered when evaluating the UDC. The development regulations should support the growth of bed and breakfasts as long as they preserve historic homes. New bed and breakfast developments must maintain or enhance the historic character of the district. They should respect the surrounding residential neighborhood in general appearance. The potential increase of on-street parking and traffic will also need to be considered. The challenge will be developing a code that addresses the concerns without hampering the creation of B&Bs.

The Buda Improvement Grant will be a useful incentivizing tool for bed and breakfast developments, especially as they relate to renovations of buildings in the historic district. Explore other incentives to encourage B&B developments, and use as appropriate.

Action EG-6.5 Develop a Central Texas biking center to promote bicycling in Buda and through the Hill Country that provides education on bicycling in Central Texas, and touring programs to encourage and educate new bicyclists.

The Texas Hill Country is a major destination among area bicyclists, and Buda is its front door. Many cycling groups in the Central Texas region come to or through Buda on long rides. Capture this opportunity to diversify the tourism industry by establishing a bicycling center that provides bicycle education and touring programs.

Action EG-6.6 Support ongoing and established festivals and encourage additional community festivals.

Buda is well known in Central Texas for their many festivals that attract thousands of people across the state and nation. Continue to support these festivals as a critical component of the local tourism program. Work closely with other City departments and groups to identify ways to improve the impact these festivals have on the community, such as parking, traffic management, and the physical impact on park facilities and other infrastructure.

Action EG-6.7 Support the creation of venues for outdoor performances and performing arts in Buda.

Buda lacks a formal performance venue - both indoor and outdoor. The Hays CISD Performing Arts Center is the closest amenity; however, it's located in Kyle and operated by the school district. To further facilitate the festivals in Buda, support the creation of performance venues for both outdoor events as well as theatre or performing arts events.



Objective EG-7 Strengthen marketing and promotional efforts.

There must be adequate marketing of Buda to attract the visitors, businesses, employers, and residents to support a stable economy Buda desires. Pursue an aggressive marketing campaign that includes not only print advertising, but a strong e-marketing effort as well.

Action EG-7.1 Identify opportunities to expand advertising opportunities. Increase e-marketing efforts and utilize social media to advance promotional efforts.

Currently the City of Buda advertises in a number of print publications, including the Slaughter Creek Reporter, Texas Events Calendar, Texas Co-Op Power magazine, Texas Hill Country Trail Region, Austin-American Statesman, and San Antonio Magazine. The City also has web presence through a City website and a Facebook Community Page. Establish and maintain a system of tracking existing and potential advertisement opportunities in local, regional, and state-wide travel and tourism publications. Evaluate effectiveness of promotional efforts, and make adjustments where necessary. Continue to promote ongoing and established festivals through local, regional, and state-wide travel and tourism publications.

Expand promotional efforts for Buda tourism to include e-marketing through a website dedicated to living in, working in, and visiting Buda. As opposed to the City's website, which is highly oriented to the operations of the City government, this website should be tailored to the employer or resident who is seeking more information about the amenities and quality of life in Buda. A separate and unique visitors or tourism website should also be created, with information about what to do, where to stay, and a map of destinations.

Action EG-7.2 Integrate Buda's new brand into City's promotional efforts.

Earlier in 2011, Buda adopted a new brand, including a new logo and tag line for the community, to embody the "ethos of a community that refuses to compromise its history or wholesome lifestyle." The branding project was done in an effort to further communicate the community's lifestyle and values. As budget allows, incorporate the logo in advertising and promotional materials as well as on wayfinding signs, gateway features, and other infrastructure.

TRANSPORTATION

As a result of growth in central Texas over the past couple of decades, Buda has consistently seen an increase in traffic, not only along the Interstate corridor, but also along its own street network. This element provides a comprehensive analysis and recommendations regarding transportation issues to accommodate the current and future transportation needs for the City of Buda.

Ultimately, transportation's goal is to provide access, but how we get there is described by mobility. In other words, where you are going, and how you are getting there. A good transportation system provides balance between accessibility and mobility to create efficiency in the movement of people and goods.

But accessibility and mobility are subjective topics. You can't just lay down pavement between two points and call it a day. Depending on the situation the solution will change drastically. That's why we have different scales of roadways, like freeways, parkways, and even alleys (see Street Hierarchy: A Functional Classification System). Additionally, mobility can change depending on the *mode* of travel. Mobility for a car travelling 20 miles is vastly different than that for a bicyclist going 3 miles. Furthermore, land use, destinations, and

accommodating various transportation modes all impact the way we look at transportation and what makes it efficient and effective.

In recent years, the impact that roadways have on the character and context of an area has been more widely recognized. As a result, there is increased attention to designing roadways in a way that either minimizes the impact on or enhances the character of the adjacent properties.

Buda 2030 recommends a multi-modal approach to transportation issues that reflects the desired character of the community. Multi-modal means that it considers not only facilities for automobiles, but also included plans for transportation for bicycling, walking, public transit, and movement of freight. The other part of the Buda 2030 transportation element is improving the way transportation impacts the character or context of an area. In other words, transportation is "context sensitive". This element overlaps significantly with the Land Development Plan and Character Policies to protect and create neighborhoods, corridors, and districts with unique characteristics.



Interstate 35 Corridor

Street Hierarchy: A Functional Classification System

Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. The street function or classification will impact the roadway design.

Arterials move large volumes of traffic between major destinations. Arterials prioritize mobility over accessibility in order to provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collectors provide the transition from arterials to local streets. Service is at a lower speed for shorter distances by "collecting" traffic. They typically connect residential areas, local shopping centers and destinations and move traffic over shorter distances. Collectors try to balance mobility and accessibility.

Local streets include all roads not defined as arterials or collectors. These streets provide access to properties, typically residential or local destinations. Local streets prioritize accessibility over mobility.

Arterials and major collectors are considered primary roadways. Minor collectors and local streets are considered secondary roadways.

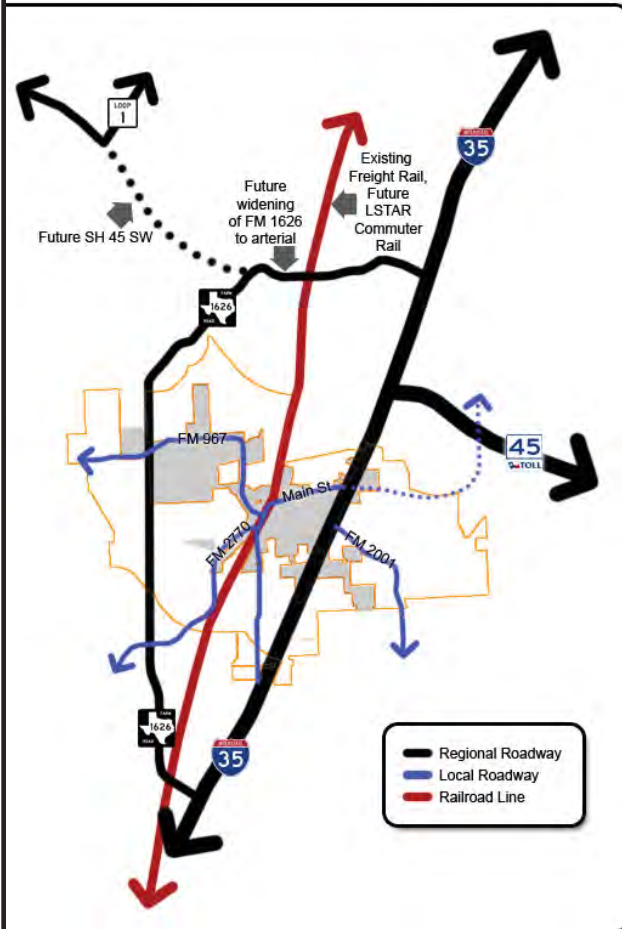
Many communities have developed more complex hierarchies of their street network to include different types of roads within each broader classification, with slight variations to mobility and accessibility.

Adapted from Flexibility in Highway Design, US DOT, Federal Highway Administration, <http://www.fhwa.dot.gov/environment/flex/index.htm>

Overview of Buda's Roadway Network

Buda was established as a relatively rural town in Hays County and, as such, the roadway network was established to serve the rural community and agricultural uses. Until recently, the road network served Buda; however, as the city has grown in recent years, these roads have become inefficient in carrying the traffic associated with that growth.

REGIONAL ROADWAY CONTEXT



Established along IH 35, Buda has easy access to Austin and San Marcos. Several farm-to-market roads extend outward from IH 35 and connect to downtown Buda and other areas around Buda. The more highly traveled roads include: FM 2001, North Main Street (Loop 4), FM 967, FM 2770, and FM 1626. Additionally, there are other roads that are accessible to/from IH 35, but are not as heavily used. These include Goforth Road, Hillside Terrace, Turnersville Road, Trimble Road, and South Main Street (Loop 4). Traffic tends to concentrate on these roads because they have a crossing over or under the interstate. With proximity to both Austin and San Marcos, traffic in, out, and through Buda travels in both directions. With only two crossings of IH 35 – at North Loop 4 and FM 2001 – traffic concentrates on these two roadways to access areas east and west of the interstate corridor. This also forces heavy truck traffic that is either coming from the south or heading north to use Main Street North to access the cement plants and other industrial businesses on FM 2770.

Because of the congestion pressure at

these points, improvements are currently being made to the underpass at Loop 4/Main Street, and TXDOT has completed an overpass on the south side of town that connects Trimble Road and Hillside Terrace. The bridge improvement at Trimble Road/Hillside Terrace provides trucks with more direct access to their destinations, and also disperses commuters and local traffic among two access points to east and west Buda.

Additionally, as the City has grown in population, traffic on these roadways has increased; however, many of the roadways have not been improved to accommodate the increase in traffic. Many are still narrow, curb-less roads with limited capacity. The Transportation Master Plan (discussed earlier in this report) identifies roadways that need to be improved with added lanes to handle more capacity. Many of these roads have also been constructed with a material that cannot handle the wear and tear associated with the increase in traffic Buda is experiencing. Improvements to these conditions should be made as roadways are improved and expanded in the future.

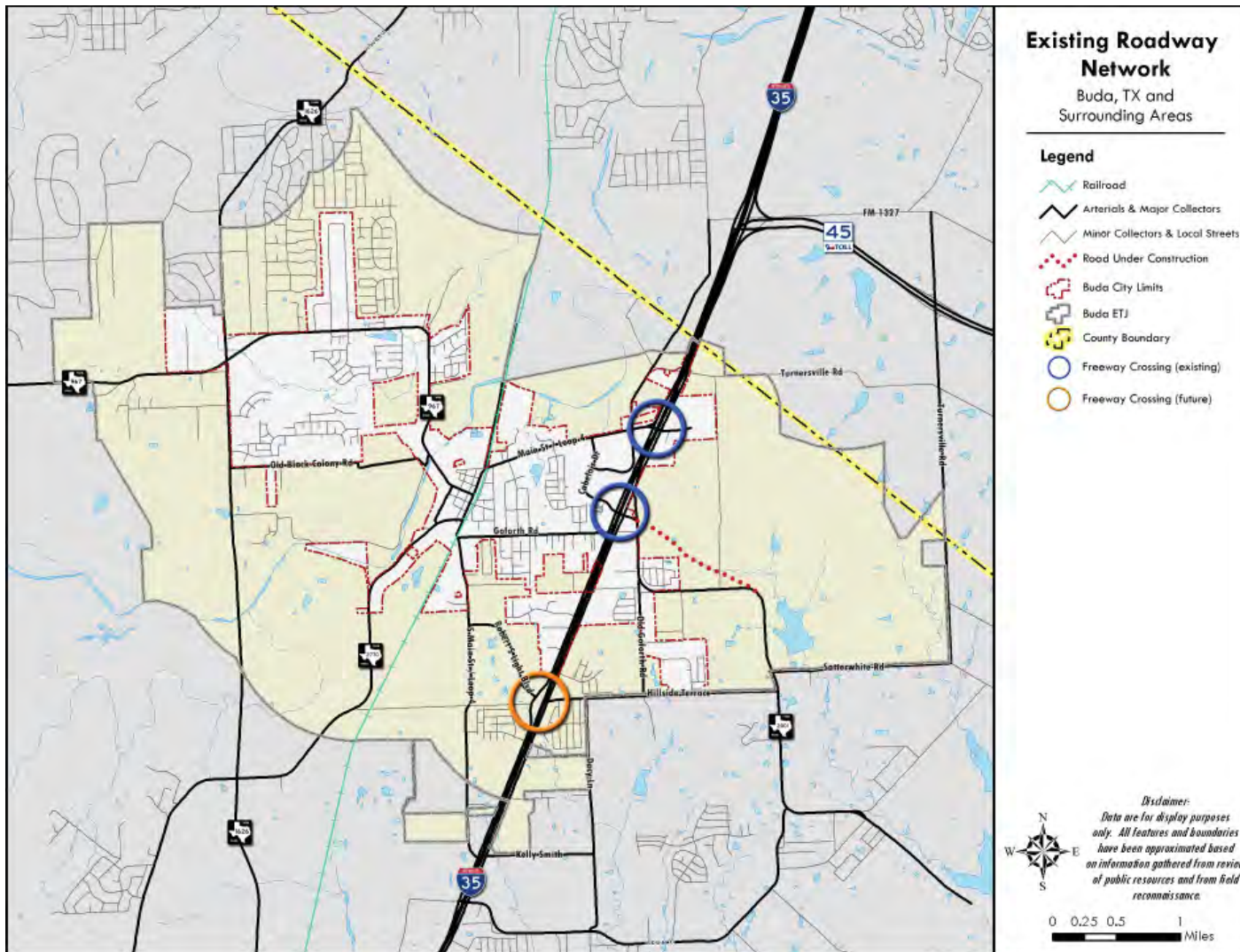
Currently, the City of Buda maintains approximately 35 miles of streets. The City does not maintain the interstate or other county roads, which are maintained by TXDOT and Hays County. Because many of the arterials are managed by an entity other than the City, the City is largely dependent on these entities for improvements – including the timing of those improvements. Coordination between the City and Hays County or TXDOT is imperative to seeing timely improvements to the arterials that are becoming more and more congested.

Pedestrian Network

Sidewalks are an important component in ensuring safe walking in Buda. The City of Buda, through its development regulations and UDC, has required the construction of sidewalks within its newer residential neighborhoods, providing pedestrian connections between parks, schools, and homes. The UDC requires sidewalks on one side of local streets, and on both sides of collectors and arterials.

A larger challenge is providing safe and welcoming pedestrian access to other destinations such as shopping areas, or destinations along major collectors or arterials. Here, the issue is a combination of the perception that the roadways are not safe to walk along as well as a design issue of overcoming that perception and creating a place

to walk that is safe from vehicular traffic. Along arterials and collectors, the minimum sidewalk width is 6 feet, a width sufficient for two-way pedestrian traffic, but not for a mix of users (such as bicycles). Other design considerations along these roadways should include landscaping between the sidewalk and roadway to create a stronger sense of a



barrier, as well as enhanced crosswalks at driveways for shopping centers or commercial uses.

Bicycle Network

A bicycle network is typically a combination of both on-street and off-street facilities that carry bicycle traffic. According to Buda's UDC, the primary function of a bikeway is to carry bicycle traffic. The Austin TCM also outlines requirements for bicycle facilities, both on street and off-street trails. Buda has approximately 4 miles of trails in its parks, but currently has no on-street bicycle facilities such as bicycle lanes.

The UDC identifies three classifications of bikeways, and the type that is required based on the street classification. The bikeway classifications are:

- * Type I Off-Road Bikeway or Bicycle Path – Type I Bikeways are used primarily for recreational purposes. Intersections with roadways should be minimized.
- * Type II Bicycle Lane – Type II Bikeways are located within the vehicular roadway and in the outside lane and are intended for the preferential or exclusive use of bicycles. Typically, Type II Bikeways should not be used on roadways which allow parking unless designed to accommodate both uses.
- * Type III Bicycle Compatible Street – Type III Bikeways are streets that do not have dedicated bikeways. Neighborhood and residential collectors often accommodate both vehicular and bicycle traffic with no extra width requirements. Nonresidential collectors and arterials will require additional width in the outside lanes of the roadway to safely accommodate both cyclists and commuters.

Recent Transportation Planning Efforts and Improvements

As discussed earlier in the Introduction chapter, City of Buda adopted a Master Transportation Plan in 2006, which identified needed roadway improvements to the area's arterial system in order to keep up with capacity demand and prioritized those improvements. Since this plan's adoption, there have been significant improvements to Buda's arterial network, including realignment of FM 2001; changes to the direction of the interstate service roads; widening and beautification of Main Street near IH 35; widening of IH 35; and the beginnings of the truck bypass from south Buda.

However, the Master Transportation Plan was limited in scope. It only covered the area's arterial network, much of which Buda does not have any control over. It also does not address the local street network and connectivity of the local network. Moreover, it does not address alternative modes of transportation, such as walking, bicycling, or opportunities for mass transit. However, the City's capital improvements program does include funding to repair the existing infrastructure.

A NEW PHILOSOPHY FOR TRANSPORTATION

In accordance with the guiding values of the community, the vision for transportation in Buda is a system that balances driving, walking, bicycling, and mass transit, and is designed in a manner that respects and enhances the character of Buda.

Transportation plays a critical role in guiding development, supporting land uses, and defining the character of an area. Roads are the most pervasive public space of a community - where people encounter and commerce exchanges. The design of streets should go beyond that of traffic engineering. Streets should be looked at as a “place” and given careful thought to the design of it as a place people experience, rather than just travel through.

To accomplish this, Buda 2030 recommends the incorporation of two transportation policies for planning and designing roads in and around Buda: context sensitive solutions and complete streets. These policies are intended to guide planning and design efforts to achieve a transportation system that meets the goals of the community and Buda 2030. They instill a philosophy of designing streets in a way of meeting other goals and values of the community. Instead of designing streets solely for the quick movement of the vehicle, streets are designed with character that reflects the surrounding area, and they are designed to make walking and bicycling safer in order to have transportation options, improve health among adults and kids, and increase activity along streets to make Buda a great place to live. This means you might have some vehicle congestion at certain peak hours, but the pay off is you don't sacrifice the quality of life and unique character of Buda.

“In the United States, from 25 to 35 percent of a city's developed land is likely to be in the public rights-of-way, mostly in streets...If we can develop and design streets so that they are wonderful, fulfilling places to be – community-building places, attractive for all people – then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest.”

~Alan Jacobs, *Great Streets*, p. 6





Context Sensitive Solutions

Context Sensitive Solution (CSS) refers to an interdisciplinary approach to design a transportation facility that is sensitive to community values. The policy dictates flexible roadway and development standards so that these facilities can respond to and be developed in harmony with the surrounding economic, social, and environmental context.

Many communities have learned that designing places around the automobile diminishes the quality of life of a community, not enhances it. A context sensitive solution approach results in roadways that protect and reflect the environmental, scenic, aesthetic, historic, and cultural values of the community while also improving or maintaining safety and mobility for roadway users.

Context sensitive solutions is used regularly with highway design and is a policy of the Texas Department of Transportation. Using the CSS approach with highway design helps alleviate the impact large roads have on the natural and human environment.

Complete Streets

Complete streets are those that provide safe access for all users - pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

This policy will result in a transportation system designed with all users in mind. Benefits of complete streets include:

- * More efficient streets that increase the overall capacity of the transportation network.
- * Safer streets for walking and bicycling
- * A healthier community by encouraging walking and bicycling.
- * Encouraging Buda's youth to walk and bicycle to school, a key strategy to keep kids active and healthy.
- * Families will enjoy lower transportation costs by expanding and enabling choices in transportation.

ISSUES, OPPORTUNITIES, AND FINDINGS

Field work observations, meetings with City staff and other stakeholders, and public comment through the public workshop and mail out survey identified a number of problems with the current transportation network. Among those that were repeated include:

Concern over increasing congestion and a need to maintain roadway capacity as growth occurs.

There are two primary sources of congestion in Buda: (1) the residents and employees of Buda, both commuting in/out of Buda or within Buda; and (2) commuters between Austin and communities around Buda. There is little Buda can do for traffic generated by those not coming to or from Buda (the latter); however, there are a variety of solutions to help alleviate congestion caused by residents and employers of Buda. For example, supporting a park and ride station in Buda that provides a convenient commute option to residents of Buda and the surrounding communities will help alleviate the congestion along IH 35 among commuters to Austin or San Marcos. Furthermore, providing safe facilities for walking and bicycling will give residents more options for making short trips within the City, rather than adding to the congestion.

Need for facilities for walking and bicycling.

Bicycling and walking are not only important as a way to encourage fitness and health among residents, they are also valid modes of transportation to get between destinations. As discussed above, there is an opportunity to improve the environment for walking and bicycling in Buda for transportation purposes (beyond exercise). However, in order to encourage these trips, properly designed facilities need to be installed that connect origins and destinations.

Lack of connectivity between neighborhoods.

Connectivity is both a congestion as well as a mode-choice concern. Without connectivity, all cars must funnel to the same street, causing back up and congestion on that one street. With increased connectivity, people have choices in their route, distributing traffic and reducing congestion in one location.

Moreover, lack of connectivity is often a deterrent to walking and bicycling. More direct routes are shorter routes, and, therefore, more appealing for walking or bicycling. By making these pedestrian or bicycle connections, residents will have a more viable option to walk or bike to their destination rather than drive.

Truck traffic and excessive congestion in downtown Buda.

In Buda, there is only one east/west route that makes the connection from IH 35 to FM 1626, and that route - FM 967 - runs right through the heart of Buda. While downtowns typically thrive off congestion, if that traffic is not destined for downtown then it tends to have a negative effect on the pedestrian environment of downtown.

One of the most detrimental sources of downtown Buda's congestion is the heavy truck traffic, which severely impacts the character and pedestrian-friendliness of downtown. The vitality of downtown is largely dependent on re-routing this truck traffic away from downtown and along the bypass. Completion of the by-pass to FM 1626 is a critical solution to getting trucks permanently out of downtown Buda.

Need for public transportation options.

In order to create a comprehensive multi-modal transportation system, mass public transit options must be considered as a key element of Buda's transportation system. While Buda alone may not have the critical mass necessary to support a bus system within the City, there is a need for public transit for commuting purposes. There are many opportunities to expand public transportation in Buda to connect to the surrounding communities in Central Texas.

TRANSPORTATION RECOMMENDATIONS

Goal Statement

Buda has a transportation system that meets current needs and anticipated growth that balances transportation options including driving, walking, bicycling, and mass transit, and that is designed in a manner that respects and enhances the character of Buda.

Objective T-1 Plan roadway improvements for existing conditions and future demand.

One of the most insistent and frequently heard comments that came out of the planning process and public input was a need to manage traffic and address congestion issues as Buda grows. This includes both current congestion issues in certain locations as well as a need to plan ahead for the increase in traffic that accompanies the anticipated growth. From the citizen mail-out survey, the number one issue in Buda is transportation.

Based on responses from the citizen survey, residents are primarily unsatisfied with traffic management and rated it among one of the most needed and important issues for improvement. Furthermore, at the first public workshop, citizens felt that traffic congestion and the transportation network was among the most important challenges the comprehensive plan and the City needs to address as the community grows.

Action T-1.1 Adopt a Complete Streets policy and a Context Sensitive Solution policy to institutionalize a new philosophy for transportation planning and design to achieve a transportation system that meets the goals of the community and Buda 2030.

These policies should be adopted immediately so that they guide future transportation planning and design efforts. As discussed earlier, a complete streets policy will require that roadways are designed for all road users of all ages and of all abilities - including vehicles, pedestrians, bicyclists, citizens with disabilities, and transit users. Context sensitive solutions is an approach whereby the design of a transportation facility responds to the environmental, social, and economic context of the surrounding area, minimizing the impact it has on the human and natural environment.

Action T-1.2 Update the Transportation Master Plan.

The Transportation Master Plan was last updated 6 years ago, and it is due for a new update. This update should reflect the goals and objectives outlined in this master plan, including addressing concepts of complete streets and context sensitive solutions.

Action T-1.3 Develop design guidelines for all street functions in Buda.

As a component of the Transportation Master Plan, street cross sections and design guidelines should be created for all street functions in Buda. Design guidelines of streets should emphasize the character of the roadway as much as it addresses access and mobility, including guidelines for landscaping, streetscaping, and how buildings should relate to the street.

Objective T-2 Create a well-connected street network to improve connectivity throughout Buda.

Connectivity refers to how well the roadway networks connect to origins and destinations - measured both in directness and in the availability of options. A well-connected network has many short links, numerous intersections, and minimal dead ends. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations. The traditional approach to transportation planning utilizing the standard arterial/collector/local hierarchy of streets tends to result in low-connectivity networks. In this system, *mobility* is emphasized by accommodating higher traffic volumes and speeds on fewer roads. On the other hand, an approach that promotes connectivity emphasizes *accessibility* by accommodating more direct travel with traffic dispersed over more roads.

Connectivity can operate at various scales: within neighborhoods; between neighborhoods or groups of neighborhoods; across and throughout the city; and at the regional level between communities and cities. This objective addresses connectivity at all scales - locally to regionally - and increasing it to achieve the desired goals of the Buda community.

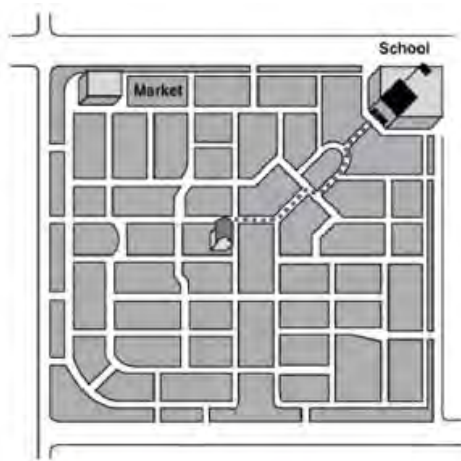
Action T-2.1 Support the development of State Highway 45 West and promote connections to the corridor.

In order to promote access to the western portion of Buda, support the development of SH 45 West. This corridor, which extends from the end of MoPac to IH 35, will provide a more direct and convenient connection to neighborhoods in western Buda, alleviating congestion along IH 35, through downtown Buda, and along FM 967. While not directly in the City of Buda jurisdiction or ETJ, this roadway will have positive impacts on Buda for regional connectivity and open doors for economic activity.

Action T-2.2 Improve connectivity of the arterial network to provide better east-west cross-town access.

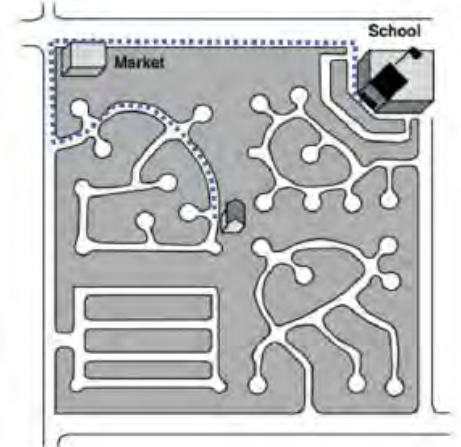
As illustrated earlier, Buda's arterial network is limited to the rural farm roads that extend out from downtown Buda. The lack of connectivity is one reason for congestion on these arterials. With a limited number of arterials there is heavy traffic pressure on these few arterials. However, simply widening these roads is not always the desirable option - it threatens the character of the area and ultimately only leads to *more* traffic being carried on the street.





A well connected street system (top) creates options and makes connections between destinations shorter and more accessible and convenient for pedestrian and bicycle trips. Disconnected systems force traffic to congest on the few arterials and makes it difficult for pedestrians and bicyclists.

Source: Pedestrian and Bicycle Information Center, Safe Routes to School Guide



Instead, more options among the arterial network need to be created. Cross-town access to the west, between IH 35 and FM 1626 is limited to FM 967 and FM 2770. FM 2770 accesses the industrial area of Buda and has historically carried mostly truck traffic while FM 967 accesses nearly all of the residential area in the western portions of Buda. Moreover, the arterial network converges in downtown, creating a lot of traffic congestion. However, this traffic isn't destined for downtown; rather it's passing through, creating congestion that serves no benefit to the businesses, and only compromises the quaint environment and pedestrian-friendliness for those who are visiting downtown. The thru-truck traffic also passes through downtown Buda, and one of the only solutions to permanently removing truck traffic from downtown Buda is to complete the truck bypass to FM 1626.

Access to the east is just as dismal, but hasn't been discovered because the growth hasn't been as intense in this area. However, growth pressures in the near future will change that, and the sole arterial from IH 35 heading east - FM 2001 - will need to be supplemented with other arterial routes. As the area east of IH 35 grows, ensure adequate access to areas of Buda east of IH 35, ensuring strong connections over or under the Interstate corridor so that the freeway doesn't "divide" the city.

Action T-2.3 Develop on/off ramps from IH 35 to access the truck bypass (Robert S. Light Blvd).

A truck bypass is being constructed to divert truck traffic away from downtown Buda. The first leg of the truck bypass, Robert S. Light, extending from IH 35 to S Main Street was completed since 2001. At the time Buda 2030 was created, the overpass at IH 35 was under construction and nearing completion. However, there are no direct access ramps between the Interstate and this truck bypass. So in order for the trucks to access the bypass, it will create truck congestion at the previous intersections, including FM 2001/Cabela's Drive and Windy Hill Rd. See also Action EG-1.5.

Action T-2.4 Improve the connectivity of existing neighborhoods by constructing additional vehicle, bicycle, and pedestrian connections between established and future neighborhoods.

A well-connected transportation system reduces congestion along major streets, is friendlier to pedestrians and bicyclists, facilitates alternative transportation, and leads to higher levels of physical activity. There are many opportunities in existing neighborhoods to improve connectivity of the transportation network by constructing additional vehicle, bicycle, and pedestrian connections within and between established neighborhoods and the greater transportation network. Solutions include extending stub-out streets to connect to nearby streets as well as installing multi-use paths between cul-de-sacs or between streets along long blocks. Installing multi-use paths will only improve the connectivity of the pedestrian/bicycle system. Aim for improving the connectivity ratio with these improvements (see Action T-2.5).

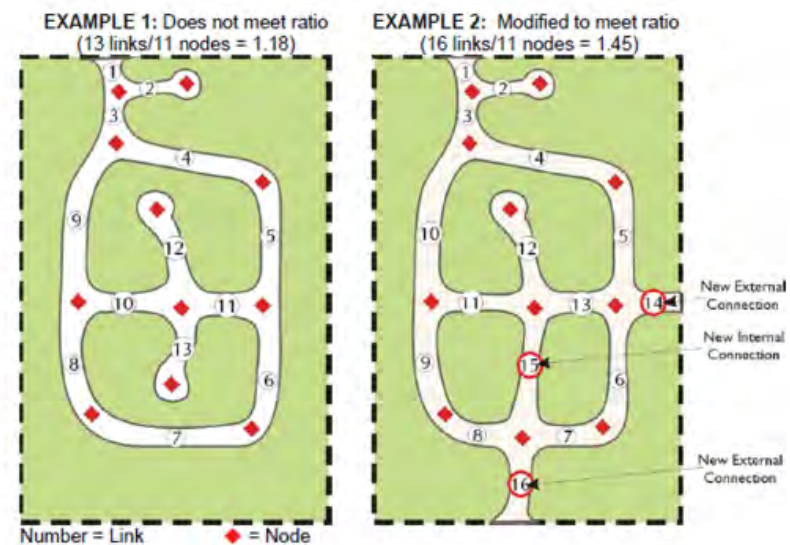
Action T-2.5 Review and amend the UDC where necessary to require street, pedestrian, and bicycle connections between neighborhoods.

In addition to committing funds to make improvements in existing neighborhoods and developments, the City needs to amend the development regulations to include street connectivity requirements for future subdivisions. Connectivity requirements are often measured in two ways: the internal connectivity of the transportation network (internal to a site or subdivision), and the external accessibility of the site or subdivision.

Connectivity of a development's internal street system is measured by the ratio of links to nodes. A link includes any portion of a street, defined by a node at either end. Stub-outs are typically considered links, and divided entrances (those with a median) are considered one link. Nodes include the end of a street or where two or more streets intersect. Sharp curves in a street are also considered nodes. The image to the right, from Durham, NC's Unified Development Ordinance, illustrates this concept. Durham has established a targeted connectivity ratio of 1.4.

External access refers to the connection of the neighborhood or development to other neighborhoods or developments or to the larger street network. Improving external access not only improves the connectivity of a development, but improving external access to several developments will improve connectivity across the Buda community. External access requirements establish the points of access to the subdivision or development, typically based on the number of units or the level of trip generation of the development.

Connectivity of the pedestrian and bicycle system needs to be given special attention in order to promote these forms of transportation. While the street network does constitute a place people can walk and ride their bicycle, trails and multi-use paths supplement the street network, and help to improve the connectivity of an area for walking and bicycling. To promote highly walkable and bikable neighborhoods, establish higher internal and external connectivity standards for pedestrian and bicycle travel.



Illustrative example of how to calculate the connectivity ratio of a subdivision's street network.

Source: Durham, NC Unified Development Ordinance, p. 13-7

de•fined

traffic calming

Traffic calming devices address problems of speeding and/or high volumes of cut through traffic on specific streets. They are self-enforcing, cost effective measures that can include aesthetic improvements to a roadway.

~ITE, Traffic Calming: State of the Practice

Objective T-3 Pursue and encourage traffic management techniques throughout the City of Buda.

With an increase in traffic and a growing transportation network, traffic management techniques must be expanded as well - not only the use of them, but the toolbox of traffic management available to Buda. Traffic management should be considered when planning for streets, including access to properties and developments, collection and management of traffic data, and the use and maintenance of physical infrastructure.

Action T-3.1 Utilize traffic calming techniques where necessary to ensure resident safety and maintain appropriate traffic volumes and speeds.

Among the criticisms against a connected street system is that when traffic gets dispersed among other streets, it causes through traffic and impacts the noise and safety of a street. Therefore, cul-de-sacs tend to be preferred because there is less traffic and they are safer for children. Traffic calming is a technique to reinforce the residential nature of specific roadways and combat this issue.

As a component of this action, the City must continually monitor traffic volumes and speeds. Where excessive volumes or speeds occur, traffic calming measures help address these issues.

Action T-3.2 Maintain physical elements of the transportation infrastructure.

Most municipal agencies prefer to schedule routine repairs and inspections instead of patching and repairing on an as-needed basis. A schedule for inspection, cleaning, and street repairs will enable city personnel to efficiently use limited resources. The expectancy of regularly scheduling of the repairs will also be appreciated by concerned citizenry. Regularly scheduled maintenance activities should include:

- * street sweeping
- * roadway resurfacing and patching
- * effective signage and markings
- * intersection signal installation and timing
- * police enforcement

Action T-3.3 Continually monitor traffic conditions and address where needed.

As a general component of traffic management, the City must continually and regularly monitor traffic congestion, volumes, and speeds, and where excessive characteristics occur, utilize the various management techniques identified here. Below is a brief discussion of different traffic management issues and methods for monitoring the traffic conditions. However, there are a wide range of possible solutions; utilize solutions that achieve the desired

goals for transportation and other elements of Buda 2030.

Congestion Management - Congestion can be caused by any number of reasons - the timing of signals, poor access management, and generally just an increase in traffic volumes. Periodically monitor known congestion locations and the levels of congestion. Evaluate the causes of the congestion and identify the proper solution to alleviate and manage it.

Speed Management - Speeding can be either an enforcement issue or design issue. For example, sometimes speeding is an issue because a few motorists aren't following the speed limit. Other times, the design of a road allows higher travel speeds. In theory, drivers will only drive as fast as they are comfortable, which is influenced by the design of the roadway, such as width, visibility, and other things affecting the perception of risk. By monitoring corridors with known speeding issues, the City will be able to determine whether speed is an enforcement issue (with few drivers breaking the law), or a design issue where the majority of drivers are guilty of speeding. This will determine whether adjustments to the design of the roadway is needed to manage the speed.

Volume Management - Also, maintain a database of traffic counts on the City's arterial network. This can be accomplished by outsourcing this task to a traffic data collection company, or the City could purchase traffic counters. Conduct annual traffic counts on the city's arterials. Additionally, for streets with new connections, conduct a before/after study of the traffic counts to measure induced traffic because of the improved access. If traffic counts become excessive, utilize traffic calming to alleviate the impact of the induced traffic.

Objective T-4 Explore public transportation opportunities to improve commuting to Austin and San Marcos.

In order to address the realities of congestion and rising cost of driving due to the cost of gas, a city needs to give its residents and employees options in how they are able to get around Buda and Central Texas - including mass transit options. Moreover, as people age, isolation becomes a growing problem, and access and mobility become a critical need. For older Buda residents, reliable transportation options are essential to allow them to live independently, to access the medical and social services they need, and to simply have contact with the outside world and be a part of the community. Planning for future public transportation should be a key part of Buda's transportation system.

Action T-4.1 Partner with Capital Area Metropolitan Planning Organization (CAMPO), Capital Area Rural Transportation System (CARTS), Capital Metropolitan Transit Authority (Capital Metro), and Lonestar Rail (LSTAR) to capitalize on opportunities to expand regional public transit systems that may impact Buda.

There are other opportunities to expand public transportation in and around Buda that are currently not available to the city, including enhancing and expanding the existing CARTS system; connecting to Austin's bus system; and

planning for connections to the proposed LSTAR commuter rail line. Stay engaged in a conversation with these agencies to stay informed of the progress and opportunities to expand the regional public transportation system to include Buda.

Action T-4.2 Work with CARTS to evaluate the potential to start a fixed route CARTS Around Town system in Buda.

The City of Buda currently participates in the Capital Area Rural Transit System (CARTS), which provides a variety of bus services including curb-to-curb bus transit between neighboring communities, and local fixed-route bus service (CARTS Around Town) within a community. Curb-to-curb service in Buda connects to Austin, San Antonio, and San Marcos. However, the departure from and return times to Buda do not work well for regular commuters. Rather, this service works best for a scheduled trip at a defined time, within the route schedule limits.

A CARTS Around Town service may work for Buda to provide transit options throughout the community. Currently, Bastrop and San Marcos are the only two cities in the Central Texas region that use CARTS Around Town (the fixed route community bus service). Work with CARTS to evaluate the demand and feasibility for this system in Buda. If feasible, begin the process with CARTS to plan the system to best serve the residents, as well as to interface with other transit opportunities, such as a park and ride station or access to a commuter rail transit station.

Action T-4.3 Work with Capital Metro to establish a park & ride station in Buda that provides regularly scheduled commuter service to Austin and San Marcos.

Capital Metro has a number of Park and Ride Centers throughout Travis County and southern Williamson County that serves the communities surrounding Austin, connecting the residents of these areas to The University of Texas at Austin, the Capitol Complex, downtown Austin, as well as the entire Capital Metro fixed route system. The bus service from these Park and Ride locations have helped alleviate congestion pressures, and give residents in these areas an alternative to driving alone and sitting for numerous unproductive hours in traffic.

In 2008, Hays County and Capital Metro engaged in conversations to extend service beyond the current service boundaries and has requested Peak Express service from a Park and Ride location in either Kyle or Buda or both. According to the Capital Metro Service Expansion Policy, Capital Metro also has plans for a future park and ride at IH 35 and SH 45. The document states that a new express route could potentially operate initially from the Cabela's shopping center until a more permanent facility is built. Having an interim location would also help Capital Metro gauge what level of ridership can be expected as well as necessary space for parking so they can better plan for the permanent facility in the area. Hays County and possibly Buda would be responsible for assisting with the planning and capital costs of installation, including portions of site preparation and negotiating lease agreements at the interim location. All improvements and maintenance would be completed by Capital Metro.

Buda should strongly support the efforts to establish a park and ride center in Buda to serve its residents. This center could be a significant economic development generator, and the city should make significant effort to identify a location and support the development of it. This station would be ideally located near or in the regional or one of the community nodes (see Chapter 6, Future Land Development Plan).

Action T-4.4 As progress moves forward for the LSTAR Commuter Rail Line from San Antonio to Austin, identify opportunities to establish a bus connection to the nearest station, and/or establish a local train stop in Buda and incorporate into downtown Buda.

Finally, a regional commuter rail line is proposed for central and south central Texas, providing access to several communities between Georgetown and San Antonio. The closest planned station on this line is in Kyle. The opportunity to have a stop in Buda is passed; however, there is a desire and ability to plan for connections from Buda to the station in Kyle. Over the next several years, the LSTAR organization will be producing more definitive plans for the initial schedule and stops along the corridor. Buda should be engaged in this planning process to stay informed of the progress of this regional rail corridor and be able to plan accordingly to make connections to it and capitalize on its benefits.

Objective T-5 Promote and encourage walking and bicycling as transportation alternatives to the automobile.

Like public transit, walking and bicycling must be a valid choice for transportation and incorporated into the larger transportation system of Buda. Many of the actions mentioned previously help make walking and bicycling easier, such as creating and following a policy for complete streets, improving connectivity within and between neighborhoods and developments, and generally improving the facilities and physical environment for walking and bicycling.

Action T-5.1 Promote the design of buildings, streets, and subdivisions that focus on people rather than vehicles.

Buildings are highly influential on the physical realm and help shape the character of an area; therefore, Buda's development code must emphasize the design of buildings. Creating pleasant places to walk and bicycle will encourage people to do this more. This is done primarily through the development requirements in the Unified Development Code, and through site plan review discussions with City staff. A more detailed discussion on various regulation types is included in Chapter 6: Future Land Development Plan.



Action T-5.2 Promote and encourage walking and bicycling as a reasonable means of access to schools, parks, and other areas of interest or recreation.

While it may not be feasible to expect people to walk to work if their job is in Austin or another city, walking to local destinations like schools, parks, restaurants, downtown, shopping areas, and even transit centers is highly likely. Continue to focus efforts to install sidewalks and bicycle facilities to these destinations.

Action T-5.3 Continue to coordinate with Hays CISD to establish a Safe Routes to School Program. Where necessary, create Safe Routes to School Plans for each elementary and middle school in Buda's city limits or ETJ boundary.

Our growing reliance on the vehicle has impacted how children get to school, resulting in negative consequences on the health and safety of our youth. Walking and bicycling to school is both a transportation as well as a health issue. Schools, particularly elementary and middle schools, account for 20% to 25% of the congestion in morning rush hour traffic.¹ Nationally, nearly 17% of children aged 2 to 19 are considered obese.²

Making walking and bicycling a safe and viable option for children is more than having the proper infrastructure - although that is extremely important. It also includes promotion and education programs to encourage children and families to walk and ride their bike to school.

In 2010, the City received a \$500,000 grant from TXDOT to construct sidewalks, hike and bike trails, and a pedestrian bridge around and connecting to Buda Elementary, Tom Green Elementary, Elm Grove Elementary, and Dahlstrom Middle School. The City submitted the application, and has 3 years to begin construction on these projects from July 20, 2010. Continue to work with Hays CISD to install the necessary facilities and promote these programs to their students and families to making walking and bicycling a safe alternative to driving to school.

Action T-5.4 Establish higher standards of developing and installing bicycle and pedestrian facilities in node developments.

The Future Land Development Plan (described in more detail in Chapter 6) identifies nodes of dense, mixed use developments. In these developments, walking and bicycling are the preferred mode of transportation within the node. Because of this, bicycle and pedestrian facilities should be installed to the greatest extent possible, and designed at the highest standard.

¹ National Highway Transportation Administration, referenced in National Center for Safe Routes to School. Accessed 2011 May 26 from <http://www.saferoutesinfo.org/program-tools/what-percentage-morning-traffic-congestion-caused-children-being-driven-school>

² Ogden and Carroll. 2010. Prevalence of Obesity Among Children and Adolescents. Accessed 2011 May 26 from http://www.cdc.gov/nchs/data/hestat/obesity_child_07_08/obesity_child_07_08.htm

Action T-5.5 Develop a Central Texas biking center to promote bicycling in Buda and throughout the Hill Country that provides education on bicycling in Central Texas, and touring programs to encourage and educate new bicyclists.

A bicycling center in Buda is not only a great economic development opportunity; it is also an opportunity to expand education and promotional programming to potential bicyclists in Buda. Work with Central Texas bicycle advocacy groups to create a bicycling center that promotes bicycling as a means of transportation and recreation, and also provides education programs for bicycling.

Action T-5.6 Identify opportunities to provide and require pedestrian and bicycle connections within and between established neighborhoods.

As discussed earlier, making a community more walkable and bikable is highly dependent on the connectivity of a community. Action T-2.5 discusses establishing connectivity requirements for neighborhoods. Connectivity of the pedestrian and bicycle system needs to be given special attention in order to promote these forms of transportation.

In addition, there are many opportunities where the City can initiate improvements to the connectivity of the bicycle and pedestrian network by constructing walkways and pedestrian paths that break up long blocks, or connect two cul-de-sacs, or sidewalks along busy roads. Identify these needs and commit funds to install facilities to improve the environment for walking and bicycling.

Action T-5.7 Install bicycle facilities along major collectors and arterials throughout Buda. Utilize the City of Austin's Transportation Design Manual and Bicycle Master Plan, and other appropriate documents to identify proper facility type and design to accommodate bicycles.

Currently, Buda's Unified Development Code identifies the Austin Transportation Design Manual as the regulating guidelines for designing bicycle facilities. Continue to enforce these requirements in new developments.

In order to increase bicycling in Buda, the proper facilities need to be installed. This can include off-road multi-use paths as well as on-street bicycle facilities such as bicycle lanes, wide shoulders, and other innovative "on-street" designs for bicycle facilities. There are currently no on-street bicycle facilities in Buda, yet there are many streets that can be retrofitted to install bicycle facilities to promote the activity. As a component of the Transportation Master Plan, identify a bicycle network and utilize Austin's Transportation Design Manual and Bicycle Master Plan for proper facility types and design to accommodate bicycles on existing streets. Following adoption of an updated Transportation Master Plan, commit funds to install bicycle facilities on existing streets.



Extend sidewalks along Main Street to facilitate walking.

Action T-5.8 Establish development requirements for all new developments requiring bicycle and pedestrian facilities along collectors and arterials. Utilize the City of Austin's Land Development Regulations as a guide to establish these standards.

Currently, Buda's Unified Development Code identifies the City of Austin's Land Development Regulations and Transportation Design Manual as the regulating guidelines for installing bicycle facilities on new roads. Continue to enforce these requirements in new developments.

Action T-5.9 Amend UDC to establish design standards for new commercial developments that address pedestrian access in parking lot design.

More consideration for pedestrians need to be given in the design of parking lots. Although parking lots primarily serve the automobile, they create conflicts for pedestrians who need to access the building. Parking lots tend to be a pedestrian-unfriendly design, forcing pedestrians to walk across lengthy lots and dodge cars driving up and down parking aisles. Separate pedestrian facilities should be constructed to facilitate navigation through the parking lot to the building entrance.

Moreover, the design of the site often fails to take into consideration people walking in from the street. When possible, buildings should be sited near the roadway, rather than separated from it with a massive parking lot. See Chapter 6: Future Land Development Plan for a more detailed discussion on regulating site design.

Action T-5.10 Develop sidewalk and trail standards that can accommodate a variety of users.

Trails and sidewalks need to be able to accommodate many types of users, including walkers, joggers, people with baby strollers, and citizens with disabilities. There are a variety of publications that outline different design guidelines for developing multi-use trails and sidewalks. In all cases, the design of a facility must adhere to the Texas requirements for ADA accessibility.

Action T-5.11 Provide neighborhood connections to the citywide trail system.

As a trail system is developed throughout Buda, it will be an important component of providing pedestrian and bicycle connectivity across the City. To promote its use, ensure that neighborhoods have access by providing direct connections to the trails.

PARKS, RECREATION & OPEN SPACE

This element of Buda 2030 addresses specifically parks, recreation, and open space in Buda. Buda 2030 recognizes the value of parks, recreation, and open space as an influence on the quality of life in the community. The goal of this element is to create a superior park and recreation system. It covers components such as improvements to and maintenance of existing parks, opportunities for trails and connecting parks, accessibility of the park system in terms of proximity to residents of Buda, opportunities to preserve Buda's natural resources, and recreational opportunities that exist in Buda.

Existing Park, Recreation, and Open Space Amenities

According to the land use analysis, there are 534 acres of parks and preserved open space in the city and its ETJ. This includes both publicly and privately owned parks that are programmed for recreation with sports fields, trails, playscapes, and picnic areas. It also includes open space areas that are preserved for drainage or passive recreation.

The City owns approximately 244 acres of park or open space land. This includes 219 acres in 11 programmed or developed parks and 25 acres of greenbelts or drainage areas classified as open space. In addition, there are 13 HOA or privately owned parks. Developers and private entities own an additional 197 acres of undeveloped open space that could be transferred to the City in the future.

Since the previous Comprehensive Plan in 2002, there has been substantial growth in the amount of parkland within the City. In 2002, Buda had 43.3 acres. The largest growth has been the addition of the Buda Sportsplex (52 acres) and Historic Stagecoach Park (51 acres).

The major recreational facilities developed at Buda's public and private parks include playscapes, basketball courts, soccer and football fields, baseball/softball fields, and picnic areas. Additionally, there are approximately 4.09 miles of trails developed within parks and linear greenbelts. There are also 7 neighborhood pools owned and maintained by Homeowner Associations.

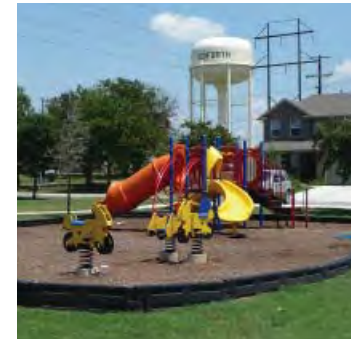
Parkland Dedication

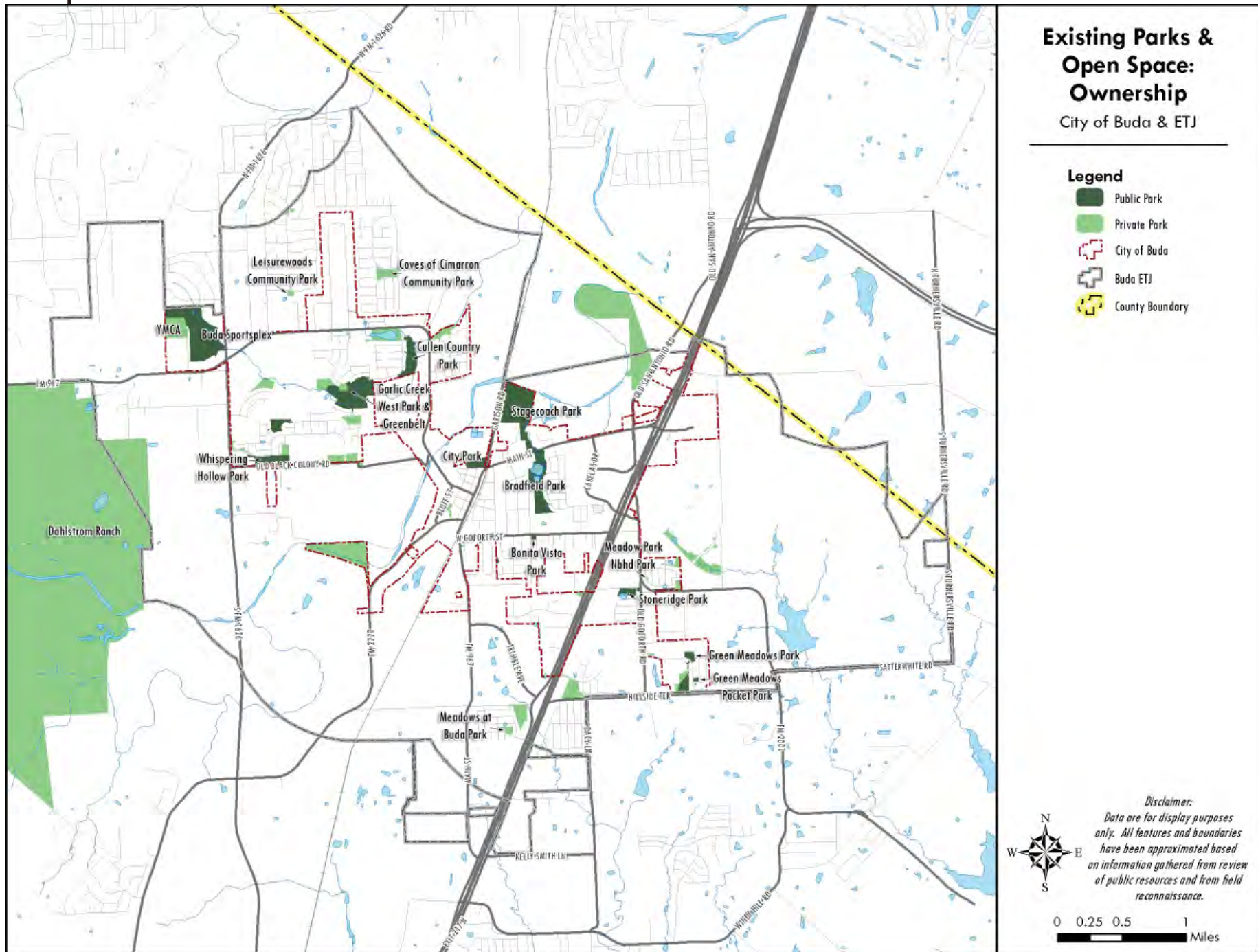
The City of Buda has Parks and Open Space requirements as part of the Unified Development Code to meet the parkland and open space needs of the growing city. The code states, "While the dedication of land area to meet the requirements of this section is acceptable and in some cases desired, it is the policy of the City to encourage the payment of a fee-in-lieu of dedication to provide a mechanism for improvement of existing park land." The parkland dedication requirements are 1 acre of parkland per 50 dwelling units for any single family, duplex, and multifamily residential subdivision developments. If the residential subdivision development has less than 10 single family units or less than 5 multifamily units then no parkland is required for dedication. Additionally, when the amount of land required for dedication is less than five acres, the developer is required to pay a fee-in-lieu of the parkland dedication. Similarly, all developments in the ETJ (extra territorial jurisdiction) are required to pay the fee-in-lieu of parkland dedication. When calculating the fee-in-lieu, the fee is equal to \$500 per dwelling unit for any single family, duplex, and multifamily residential subdivision development. If the development is less than 10 single family units or less than 5 multifamily units then no fee is required.

Public and Private Parkland Calculations

	Acres	Share
Total park land	533.6	
Developed	311.3	58.3% of all park land
Undeveloped*	222.3	41.7% of all park land
Public	244.3	45.8% of total park land
Developed	218.9	89.6% of public park land
Undeveloped*	25.3	10.4% of public park land
Private	289.3	54.2% of total park land
Developed	92.4	31.9% of private park land
Undeveloped*	196.9	68.1% of private park land

*Undeveloped includes landscaped areas as well as drainage and natural areas that do not have improvements to make them accessible to the public.





PARKS: ISSUES, OPPORTUNITIES, AND FINDINGS

Improvements to and Maintenance of Existing Parks

Based on public input, there are a number of existing public parks that need improvements. Specifically, City Park, Bradfield Park, and Stagecoach Park were identified as those where additional improvements are needed or have been planned but not yet completed.

Additionally, a significant amount of land identified as current or future parkland or open space in the study area is undeveloped. The City of Buda currently has 25 acres of public parkland or open space (10% of the City's total parkland) that is undeveloped. Additionally, developers have approximately 197 acres of undeveloped land earmarked for parkland. This privately-owned land could potentially transfer to the City as subdivisions are developed. Overall, there is approximately 222 acres of public and private land identified as parkland or open space that is undeveloped, representing 42% of the total. This does include drainage areas that are inaccessible to the public and unimproved floodplain or creek corridors. The map on the following page illustrates the development status of all park and open space land in the City of Buda and ETJ.

Of course, continuing to provide a high level of maintenance that Buda residents expect requires adequate funding. As economic conditions tightened over the past couple of years, funding allocated to the Parks and Recreation system has decreased from around \$480,000 in FY 2009-2010 to approximately \$413,000 in the 2010-2011 fiscal year. The current budget includes \$315,000 for parks (5.75 FTE's) and \$166,000 (2 FTE's) for the Sportsplex. However, parkland in the system has increased in the last couple of years as Historic Stagecoach Park has opened to the public, placing further budgetary pressure on the parks system. As a result, parks staff currently focus on maintenance of the existing parks and planning for major events, and lack the resources to conduct any other significant programming.

As the overall economy improves, increased funding for the parks system should be strongly considered. This funding will allow the system to adequately use and program many of the existing park features, as well as improve key parks such as City Park. Also, even though major new parks may not be added in the near term, additional greenbelts and trails that are high citizen priorities will require additional maintenance funding. Finally, consideration should be given to evaluating the level of maintenance on portions of some parks, such as Bradfield, so that some maintenance funding can be used for other parks or for programming.

Mitigating Impacts of Festivals on Parks

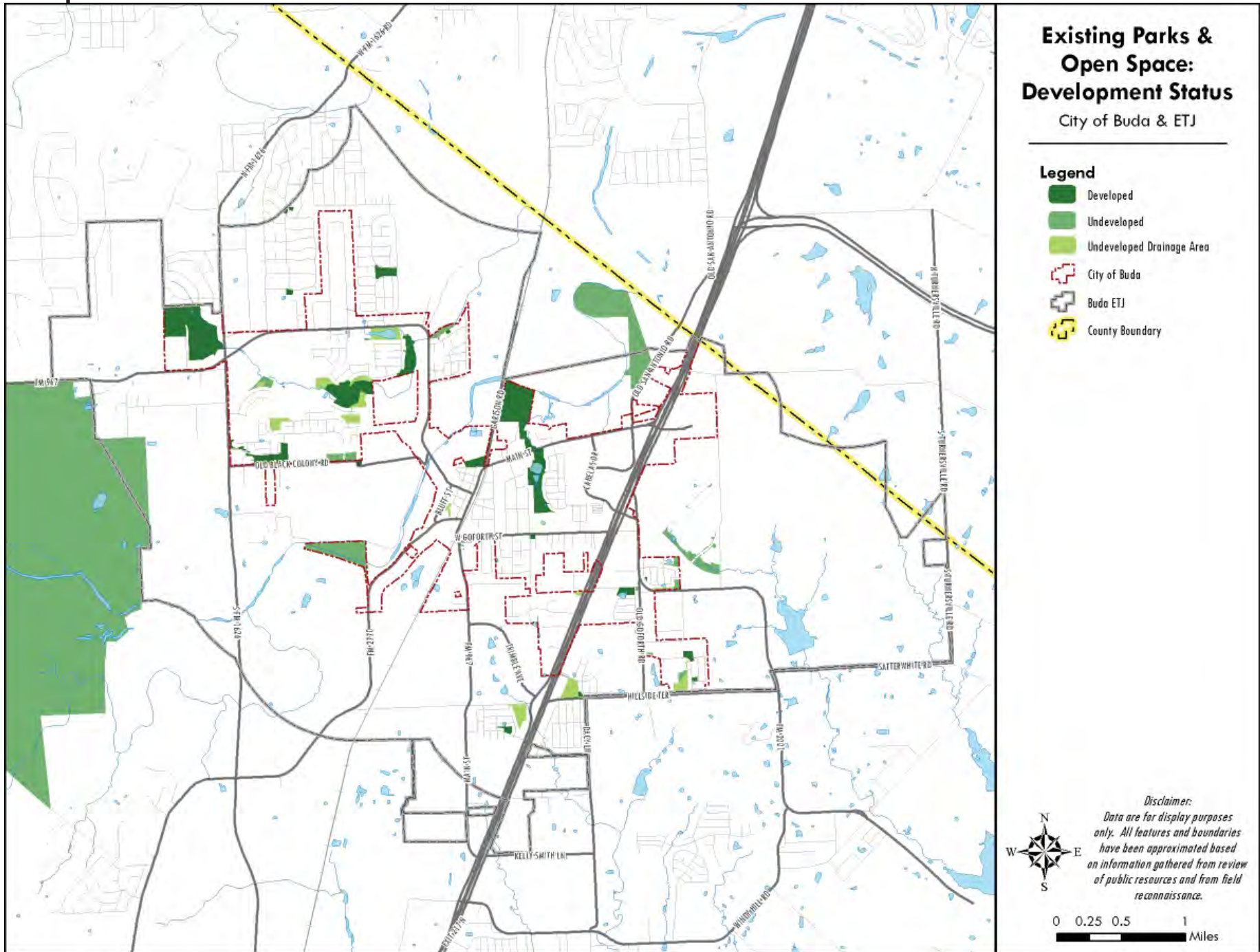
Buda has several festivals a year, many of which are held at City Park. These festivals bring tens of thousands of people to Buda over a short period of time, and they have tremendous impacts on the parks at which they're held. The City needs to consider how these parks will be restored following these events, and how that effort will be funded. In discussions with Parks and Recreation Department staff, the City is looking at increasing facility rental fees to generate additional revenue to restore parks after festivals to mitigate impacts.

Connecting Parks by Trails

The 2002 Comprehensive Plan recommended developing a system of trails that connect future parks. The desire for trails among Buda's citizens still stands; this was a top park and recreational need both in 2002 as well as 2010. It will help improve connectivity of the park system as well as connecting neighborhoods and other destinations.

Maximizing Environmental Amenities of Buda

Buda has an abundance of natural environmental amenities, including Onion and Garlic creeks and the Edwards Aquifer area to the west of IH 35 as well as the Blackland Prairies to the east. These amenities present opportunities for preservation. By providing and defining permissible public access, these amenities can become components of the park and recreation system and contribute to the quality of life in Buda.



PARKS, RECREATION & OPEN SPACE RECOMMENDATIONS

Goal Statement

Buda has a superior system of parks, recreation, and open space that enhances the quality of life for all residents of Buda.

Objective P-1 Ensure successful implementation and maintenance of parks and recreation resources.

Parks and recreation play an important role in defining the quality of life in Buda. By putting the appropriate policy framework in place, the actions and decisions of both the public and private sectors will help ensure implementation of this element of the plan in a way that promotes the vision for the future of Buda.

Action P-1.1 Develop a formal Park and Recreation Master Plan for the City of Buda and its surrounding ETJ that addresses park and recreation demand, park types and standards, park and facility inventory and needs, the park land dedication requirements, and identifies funding needs and resources to develop and maintain parks to provide a superior park system for Buda.

A formal Park and Recreation Master Plan will help the City create a system and identify a plan of action to guide direction and focus resources for the Buda Park System. The 2002 Comprehensive Plan served as the Buda Park System Master Plan. However, in FY 2010-2011, the City of Buda budgeted \$50,000 for the creation of a master plan for the Buda Park System. That effort is expected to begin following adoption of the Buda 2030 Comprehensive Plan. Below we have provided guidance for this park system master plan.

A Park and Recreation Master Plan defines and identifies park and recreation needs as they relate to the vision, goals, and objectives of the Comprehensive Plan. Components of this master plan include descriptions of classifications of different city parks; an inventory of the park and recreation facilities; and a needs identification and assessment based on current conditions and public input. Because Buda also has a great inventory of natural resources, it is highly recommended that the Park and Recreation Master Plan also include an Open Space component to identify opportunities for preserving, conserving, and maintaining natural amenities as well as a Trails / Hike & Bike component. As with any planning process, significant public input should be gathered to identify the goals and desires of the residents of Buda to identify and prioritize recommendations.

Parks can generally be organized into three general categories: local parks, regional parks, and unique or destination parks. Within these categories are various classifications of parks based on the area, facilities, and intended uses. The Park Classification discussion to the right presents a brief overview of common classifications of parks. These classifications should be used to guide the Park and Recreation Master Plan.

PARK CLASSIFICATION: A Guide for Planning for Parks

A. LOCAL PARKS - These parks are located within the neighborhood or community served by the facility and are intended to provide for the day-to-day recreation needs for residents of all ages and abilities in Buda. They are crucial for creating a high quality of life at the neighborhood level and should be easily accessible by residents by walking, bicycling, or driving.

* **Pocket Parks** are very small “pockets” of open space easily accessible by walking or bicycling by nearby residents. These parks are a recent addition to the park system among park and recreation planners. Their size is usually less than one acre in size. Because of their small size and intention of providing recreation to very close-by residents, vehicle access and parking is not a priority. Amenities typically include benches, fountains, landscaping, possibly a playground, and other focal features. Plazas or small green areas in downtown areas can also be considered pocket parks but in an urban environment.

* **Neighborhood Parks** serve a similar function to pocket parks, but at a larger scale. They are the traditional basic unit of a park system. Like pocket parks, neighborhood parks are within easy walking or bicycling distance from residents, but may also need to identify parking for residents of neighborhoods that live further away or are bringing a lot of items. Neighborhood parks typically serve a neighborhood, with a service area of approximately 0.25 to 0.5 mile radius. Typical size ranges from 1 to 15 acres and amenities include playground equipment, fields or areas for informal play, multi-purpose courts, shaded picnic areas, exercise trails, restrooms, and parking (possibly curb-side depending on the design of the subdivision and park). Community and neighborhood gardens are also a type of neighborhood park.

* **Community Parks** are intended to serve a group of neighborhoods or portion of a city. Community parks are typically accessed by vehicle, but should also be easily accessible by foot or bicycle for nearby residents. The service area of a community park is approximately a 1 to 2 mile radius. Typical size ranges from 10 to 100 acres, or large enough to provide a variety of facilities while still leaving open space for informal recreation and natural areas. Amenities are similar to that of neighborhood parks, but increased in number and scale to accommodate more visitors. They typically include playground equipment, natural areas, areas for informal play, athletic fields, multi-purpose courts, shaded picnic areas, large group pavilions, trails, restrooms, and parking. Community parks may also include a community pool or recreation center.

B. REGIONAL PARKS - Regional parks intended to serve the entire Buda community, plus surrounding areas. Visitors may drive as far as two hours to access the park. These parks can serve as economic generators for Buda since they have the potential to attract visitors from outside of Buda to the community.

There are generally two types of regional parks - Metropolitan and Regional - that differ slightly based on the geographical draw. Often, however, metropolitan parks and regional parks can be one in the same. A park may primarily function as a metropolitan park and serve the city day to day, but the occasional event may have a regional draw. City Park is an example of a regional park that serves both of these functions. Therefore, metropolitan and regional parks tend to have similar features. Regional parks typically range in size from 100 to 500 acres and include extensive amenities. These amenities may include a lake or pond for water-based activities, recreation center, pool, large playgrounds, lighted multi-use courts, lighted sports field (suitable for organized competitions), large group pavilions, picnic facilities such as grills and tables, lighted trails, performance areas or amphitheatres, restrooms, parking areas, and other facilities or amenities that take advantage of the unique characteristics of the site.

C. UNIQUE PARKS - These parks are created with a specific purpose in mind and are unique in some way. Sometimes its physical features that make a park unique, other times is the type of facilities provided that define the purpose of a park. Parks in this category include special purpose parks, linear parks, and open space or nature preserves. Sizes of these parks will range based on the facilities and natural features as will the geographic draw of the park.

* **Special Purpose Parks** are defined by their facilities and have a broad range of uses. Their size varies with the use of the park and normally the service area is community-wide, although it may extend regionally. Because special purpose parks are defined by the activity, facilities at these parks are limited to support that activity and use. Examples of special purpose parks may include golf courses, athletic fields or complexes, swimming pool centers, tennis complexes, botanical centers, memorial gardens, and cemeteries.

* **Linear Parks or Greenbelts** are areas that generally follow some natural feature that is linear, such as creeks, drainage corridors, railroad (abandoned) or utility corridors, or transportation corridors. Many of these corridors typically have development restrictions, but are valuable for developing trail to facilitate pedestrian and bicycle travel to connect other parks and open spaces areas, schools, neighborhoods, shopping centers, civic facilities, and other destinations.

* **Open Space or Nature Preserves** are a type of land that contributes to the open space of a community, but with minimal development and programming. These areas typically have development restrictions, but are valuable because they protect and often enhance natural features. Some open space or nature preserves can accommodate some passive recreation, such as hiking or interpretive features. However, some nature preserves may also be sensitive to human activity and may need to be limited.

Action P-1.2 Review and update the City's parkland dedication ordinance and other subdivision design ordinances as necessary.

In order to make parks and open space a valuable amenity to Buda, parks need to be well maintained and easily accessible to residents. Many parks that the City will acquire over time will come from dedications from private developers in new subdivisions. Therefore, it is important that the UDC outline criteria for designing, locating, and maintaining parks. This also includes requirements for a neighborhood trail system or connections to a citywide trail system, when applicable.

Action P-1.3 Create and apply location criteria when considering acceptance of land dedication for new parks.

All subdivisions should include park and recreation amenities. This not only helps to improve the quality of life for Buda's residents, but it is also a sales amenity that developers and home builders benefit from. All subdivisions should incorporate pocket and/or neighborhood parks, and possibly a community park depending on the size of the subdivision. For parks to have the biggest impact on the quality of life, the UDC needs to require that park and open space amenities in a subdivision be in proximity to the maximum number of households possible. Park amenities and features should also reflect the function of the park.

Where parkland is dedicated off-site from the development, the City should seek land that helps achieve the goals of Buda 2030 and any future Park and Recreation Master Plan.

Action P-1.4 Encourage developers and landowners to develop parks and trails as well as preserve open space above and beyond what is required by the Unified Development Code.

When there is the opportunity and the desire to provide additional recreational amenities or protect additional open space beyond the requirements of the UDC, the city should work with private property owners or developers to encourage it. Incentives such as density bonuses are also a valuable tool in obtaining additional open space and recreation amenities.

Action P-1.5 Partner with neighborhood groups and other volunteer groups on certain park maintenance tasks.

Park maintenance is often a challenge for communities because of funding. Many communities have improved the maintenance of their parks by engaging neighborhoods and residents to fulfill this need. The City of Buda should encourage, support, and even partner with neighborhood groups, park "friends" groups, or an "adopt a park" group to assist with certain park maintenance tasks to alleviate the demand for funding for this service.





The FY 2010-2011 Budget identifies 6 park maintenance staffmembers.

Action P-1.6 Consider evaluating the costs and benefits of contracting out some park maintenance work.

Park maintenance may be more efficiently done by contracting it out to a private provider. Review the cost and benefit of doing so. If contracting maintenance is more efficient, hire a maintenance company.

Action P-1.7 Establish partnerships and organizational structures to leverage resources to achieve the goals, objectives, and actions of this Parks and Recreation Element and the goals, objective, and actions of a Park Master Plan and Trails Master Plan.

Being located over a significant water source and in an environmentally sensitive area, Central Texas, and more specifically Hays County, have strong environmental protection goals and agendas. Public agencies as well as non-profit environmental advocacy groups are active in protecting this environmentally sensitive land. These entities will be valuable partners for Buda in its efforts to protect the community's natural resources and qualities. These actions could include expanding recreation opportunities in Buda, and acquiring, developing, improving, and managing parks, open space, greenbelts, and natural areas.

Action P-1.8 Regularly monitor the needs, interests, and satisfaction with the park and open space system through a citizens satisfaction survey.

Objective P-2 Focus existing funding and efforts to make improvements to existing parks.

Through public meetings, the citizen survey, and stakeholder meetings, it became apparent that there are a number of parks that need improvements or have yet to be completed. Many of these improvements have been discussed since the 2002 Comprehensive Plan, but they have not been high priorities. The City needs to focus existing funding and efforts to make the desired improvements to existing parks.

Action P-2.1 Improve pedestrian and bicycle access to City Park, Bradfield Park, and Stagecoach Park.

City Park, Bradfield Park, and Stagecoach Park are all popular destinations for both residents of Buda as well as visitors to downtown. Install wide sidewalks along Main Street between downtown and the regional center at IH 35 to improve pedestrian and bicycle access to these destinations.

Action P-2.2 Identify an opportunity to install a parking lot for Bradfield Park.

The “park entrance” to Bradfield Park is in the Bradfield neighborhood, which creates traffic and excess activity in the neighborhood. Construct a parking lot off Main Street to provide access to Bradfield Park and reduce park traffic in the Bradfield neighborhood.

Action P-2.3 Improve City Park as a signature community park. Master plan City Park as both an outdoor events venue for festivals as well as a community park for residents of Buda. The area to be planned should include the existing City Park area as well as the area immediately north of City Park and south of the water treatment facility.

City Park is the Buda’s primary “central park” that over time has become a popular events venue for festivals. The events have been significant in drawing visitors to downtown Buda. A master plan of City Park needs to incorporate both these identities - both an outdoor events venue for festivals as well as a community park for residents of Buda.

The area to be planned should include the existing City Park area as well as the area immediately north of City Park and south of the water treatment facility. This area is owned by the City of Buda and is located in the floodplain. During certain festivals it is used for events, like the cook-off staging area during the Weinerdog Festival. However, it is unimproved and not used during other times.

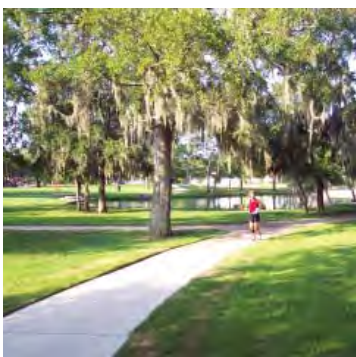
Some of the primary issues that need to be addressed with this master plan include parking (both for day-to-day use as well as for large events), how it interacts with downtown Buda, recreation facilities for use as a community park, facilities for events, recovery of park due to impact of events, event traffic flow, and (if appropriate) incorporation of a library and civic center development.

It is important to note that a grant from the Texas Parks & Wildlife Department was used to fund improvements to City Park. The master plan should acknowledge that this fact will put restrictions on the use of City Park. However, the benefits of potential improvements to City Park may outweigh any restrictions or penalties that may occur to accommodate certain improvements to the site.



Action P-2.4 Monitor the use of public parks and facilities by private organizations. Develop event guidelines and increase the contribution requirements for events at public parks and facilities maintain upkeep of these facilities.

Develop event guidelines and increase the contribution requirements for events at public parks and facilities maintain upkeep of these facilities. Consider including guidelines and requirements that distinguish between activities organized by for-profit entities versus not-for-profit organizations.



Objective P-3 Develop a citywide trail network that connects parks, open space areas, residential areas, downtown, shopping centers, and other destinations throughout Buda.

In 2002 and again in 2010, a top park and recreational need based on community input is to develop hike & bike trails for recreation as well as transportation. This system of trails will help support a healthy community by making trails abundant and easily accessible to residents of Buda, as well as promote walking and bicycling as a way to get around rather than driving.

Action P-3.1 Develop a Trail Master Plan for the City of Buda and its surrounding ETJ.

This action can be a component of the Buda Park and Recreation Master Plan (Action P-1.1). Whether a component of the Parks and Recreation Master Plan, or a stand-alone Trail Master Plan, it must identify and prioritize trail opportunities, design standards for multi-use trails, and funding mechanisms. The trails plan should also recognize that trails will be used both for recreational purpose as well as transportation to provide an option for walking or bicycling in Buda.

Action P-3.2 Work with the Hill Country Conservancy and property owners to identify opportunities to provide connectivity and access to Dahlstrom Ranch from Buda.

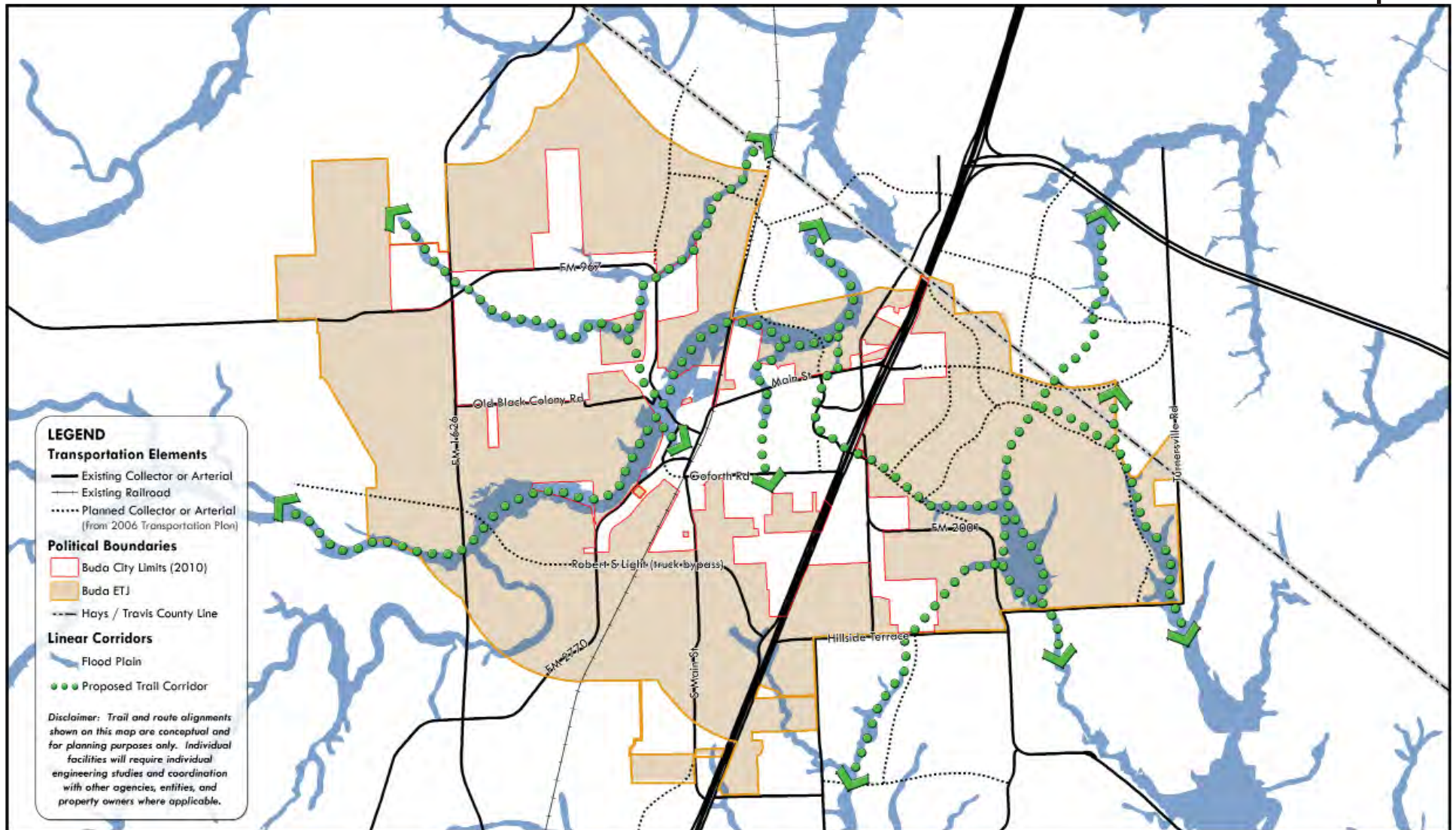
The Hill Country Conservancy helped to preserve Dahlstrom Ranch west of Buda. A piece of Dahlstrom Ranch is in Buda's ETJ. The Onion Creek corridor runs through Dahlstrom Ranch and is an opportunity to provide a trail to access Dahlstrom Ranch. The HCC may have limits on when and who may access the property, so the City will need to work with the entity.

Action P-3.3 Work with developers, property owners, and homeowner associations to develop trails on greenways and other linear open spaces.

Create natural preserves and greenways in the floodplains of Onion Creek, Garlic Creek, and other flood-prone areas in Buda. Protect these areas and acquire access points and enough public site control to develop a trail system that connects parks, destinations, and other public spaces throughout the City and region.

Action P-3.4 Identify "urban trail" corridors along Buda's streets and drainage corridors that connect to and contribute to the trail network in Buda.

The trail system should not be limited to the more natural areas such as creeks. The system should also include paths along streets and drainage corridors. This is the only way the trail system will be connected. Use trees and streetscaping elements (where appropriate) to enhance the environment along these urban trail corridors.



Buda Trail Corridor Opportunities

Action P-3.5 Utilize the Trail Master Plan to require incorporation of trails into site plans and plats of subdivisions, PUDs, and other suitable public and private facilities.

In order to promote use of the trail system and be beneficial to Buda's residents, it needs to be accessible to the residents and destinations. As the trail system is developed, require trail connections from neighborhoods, public facilities, and private developments to established trails.

Objective P-4 Increase accessibility and proximity of recreational opportunities to all Buda's residents.

In order to maximize the community and quality of life benefits that parks, open space, and recreation have, they need to be easily accessible to residents of Buda. Easily accessible parks are more beneficial to residents because they can get to them.



Bradfield Park

Action P-4.1 Create and apply location criteria for location of new parks established in new developments (residential subdivisions or PUDs with a residential component) to maximize access to facilities by as many residents as possible.

In order to make parks and open space a valuable amenity to Buda, parks need to be easily accessible to the residents. The UDC needs to be updated with detailed criteria for locating parks, particularly neighborhood parks. Parks should be in proximity to and accessible to the maximum number of households possible. This may also include requirements for a neighborhood trail system or connections to a citywide trail system, when applicable.

Action P-4.2 Develop and adopt park design standards for new private developments and standards for park maintenance of private park facilities.

Parks also need to be designed and maintained well to continue to benefit the community. Park amenities should reflect the function of the park. Additionally, park, open space, and recreation facilities should be maintained to a high standard. Establish standards to ensure privately held community facilities and amenities are adequately maintained as established in homeowner association documents or other documentation.

Objective P-5 Preserve open space assets throughout the area.

The City of Buda recognizes the need to preserve open space for today and future generations. The term “open space” typically identifies publicly or privately owned land of one or more acre that has a minimal amount of development. These lands are usually set aside to permanently preserve unique, rare, or easily damaged natural resources such as wetlands, riparian woodlands, steep slopes, and natural drainage ways or floodplains. Depending on the sensitivity of the property, open space may or may not be suitable for some passive recreation activities such as walking and picnicking. The City owns some properties that are identified as open space that are not currently used for passive recreation purposes such as walking and picnicking.

Action P-5.1 Promote cluster developments/conservation developments that establish conservation easements over environmentally sensitive areas.

Cluster developments are a creative way to influence development to preserve open space. Buda’s UDC currently has a zoning category of this development type, but it has not been used by a developer. Use density bonuses, transfer of development rights, purchase of development rights, and preservation credits to incentivize conservation of open space, greenbelts, and other natural areas.

Action P-5.2 Develop conservation and funding strategies to acquire open space and natural areas for public use.

Research and utilize appropriate mechanisms to acquire and protect open space areas. Acquisition tools may include fee simple acquisitions, donated or purchased conservation or historic preservation easements, transfer or purchase of development rights, and development incentives. Additionally, for public-private partnerships to assist with maintenance of these open space areas, such as land trusts, foundations, and other conservancies.

Action P-5.3 Identify areas to be preserved based on environmental features and preservation benefits, such as protection of water quality, wildlife habitats, storm water management, and unique land features.

Identify key open space corridors such as major creeks or drainage ways where public access is desired. Use the Greenprint for Growth for Central Texas and Hays County Conservation Plan to help identify these areas. Create natural preserves and greenways in the floodplains of Onion Creek, Garlic Creek, and other flood-prone areas in Buda. Protect these areas and acquire access points and enough site control to develop a trail system that connects parks, destinations, and other public spaces throughout the City and region.



A trail and picnic areas are developed along Garlic Creek in the Cullen Country neighborhood.

Action P-5.4 Develop standards for public and private open space access, programs, and use (e.g., public access, passive recreation).

Depending on the sensitivity of the property, open space may or may not be suitable for some passive recreation activity such as walking and picnicking. Standards outlining the appropriate levels of activity for different open space areas will help facilitate these decisions by City leaders, staff, and private developers and property owners.

Objective P-6 Develop new recreation opportunities.

Throughout the planning process of Buda 2030, a number of other recreational opportunities were identified by residents. Research the demand for and opportunities to provide these services to residents of Buda.

Action P-6.1 Research demand and opportunities for a city-owned or sponsored recreation center and/or swimming pool.

The hot climate of Buda makes swimming a very popular activity and an important consideration of the recreation picture in the community. Aquatic recreation provides several benefits to a community, making it an integral part of establishing and sustaining a high quality of life for Buda. Aquatic facilities provide social benefits, help attract residents and employers to the city, promote physical fitness, and diversifies recreation opportunities in Buda. The Citywide Survey found that over 50% of Buda's residents feel an aquatic recreation opportunity is an important or very important issue, and 11% of survey respondents feel it is the top park system issue the City should address. However, a majority of the neighborhoods and subdivisions within Buda's city limits do not have access to a community swimming pool.

Successful planning for a city-operated public aquatic facility relies on a process that includes community comment, demographic projections, and appropriate goal setting. A cost-benefit analysis should also be done to evaluate the cost of building and operating the facility and the benefit to the community. The Park and Recreation Master Plan (P-1.1) should incorporate these items.

Action P-6.2 Consider the creation of a nature-based tourism facility such as a botanical garden, horticulture center, or native wildflower center focused on the environmental heritage of Buda.

Action P-6.3 Enhance recreational programming in Buda.

Partner with Hays CISD, Hays County, YMCA Hays Communities Branch, and other private recreation organizations to use existing facilities in the City of Buda to enhance recreational programming opportunities.

Action P-6.4 Identify opportunities to develop plazas and other "urban spaces" in downtown Buda.

Objective P-7 Protect Buda's environmental quality and identity by preserving the existing "urban forest".

Trees are valuable in Buda. Many people associate them with the rural and small town character. More so, they are valuable as they help alleviate temperature increases. They provide shade for walking along streets and picnicking in parks. An "urban forest" or tree preservation program will help advance Buda's approach to improving and maintaining a high level of environmental quality.

Action P-7.1 Ensure enforcement of the existing Tree Preservation and Mitigation ordinance to provide guidance on planting, maintaining, and removing trees along streets, parks, and other public spaces.

Section 8.7 of Buda's UDC describes the purpose and requirements of the City's Tree Preservation and Mitigation ordinance.

Action P-7.2 Expand applicability of the Tree Preservation and Mitigation ordinance to include City maintained right-of-ways and utility easements, with proper exceptions as necessary.

Action P-7.3 Develop staff expertise to manage the community's trees, enforcement of the tree care ordinance, and materials to educate residents as to the importance of urban forests and proper tree care.





HOUSING & NEIGHBORHOODS

Of the the entire study area, approximately 3,000 acres (29.1%) are used for residential purposes. Additionally, much of the land currently classified as agriculture and vacant has actually been subdivided and is in transition to development.

Housing characteristics have shifted somewhat since 2002 when the comprehensive plan was last updated. Then, more than 83% of residential property within the study area was on a parcel greater than half an acre. Today, there are significantly more medium and high-density single-family developments, and approximately 72% of residential parcels are on a parcel larger than half an acre. The average parcel size for single-family residential (including mobile homes) was 1.09 acres in 2002, and today it is 0.71 acres.

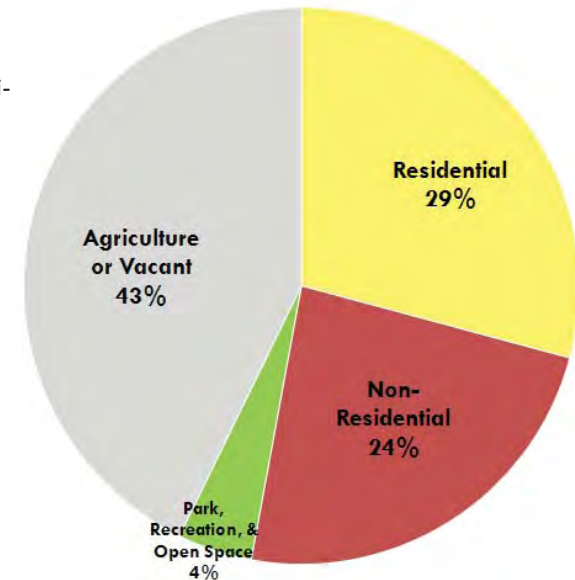
Additionally, the number of multi-family properties has increased. In 2002, there was only one apartment complex, and today there are five in the study area, as well as 14 duplex and fourplex developments. More recent housing developments have been varied, ranging from upscale townhomes to more affordable single-family homes on small lots for first-time home buyers.

Buda is seeing a diversification of its housing stock, which will attract more people to Buda as the housing options begin to broaden and grow.

Still, single-family housing accounts for the majority of the housing options in Buda. Single-family houses account for more than 92% of dwelling units within the city limits. Including the ETJ, where there are more multi-family units, single-family homes still account for nearly 83% of all dwelling units.

The table below depicts the distribution of housing types for the city limits, ETJ, and for the combined study area. There are interesting differences in housing trends based on the area. The most notable difference is the larger housing lot size in the ETJ compared to the area within the City. Also, since multi-family development is relatively new to Buda, and new development tends to occur in the ETJ, most multi-family housing stock is outside of the city limits.

**GENERAL LAND USE DISTRIBUTION:
STUDY AREA**



RESIDENTIAL USES CITY OF BUDA AND ETJ									
Residential Category	City of Buda			ETJ			Entire Study Area		
	Total Acres	Dwelling Units	Percent of all Housing Types	Total Acres	Dwelling Units	Percent of all Housing Types	Total Acres	Dwelling Units	Percent of all Housing Types
Single Family Rural (> 5 acres)	86	6	0.2%	1,052	67	3.2%	1,138	73	1.5%
Low Density Single Family (1-5 acres)	222	103	3.8%	361	139	6.6%	583	242	4.9%
Medium Density Single Family (.25-1 acre)	230	538	19.87%	553	1,038	48.9%	783	1,576	32.4%
High Density Single Family (smaller than .25 acre)	315	1870	68.3%	46	266	12.5%	361	2,136	44%
Duplex & Fourplex Units	4	26	1.0%	0.8	4	0.2%	5	30	0.6%
Multi-Family	5	166	6.1%	13	440	20.7%	18	606	12.5%
Manufactured / Mobile Home	12	28	1.0%	96	168	7.9%	108	196	4.03%
Total:	873	2,737		2,122	2,122		3,014	4,859	

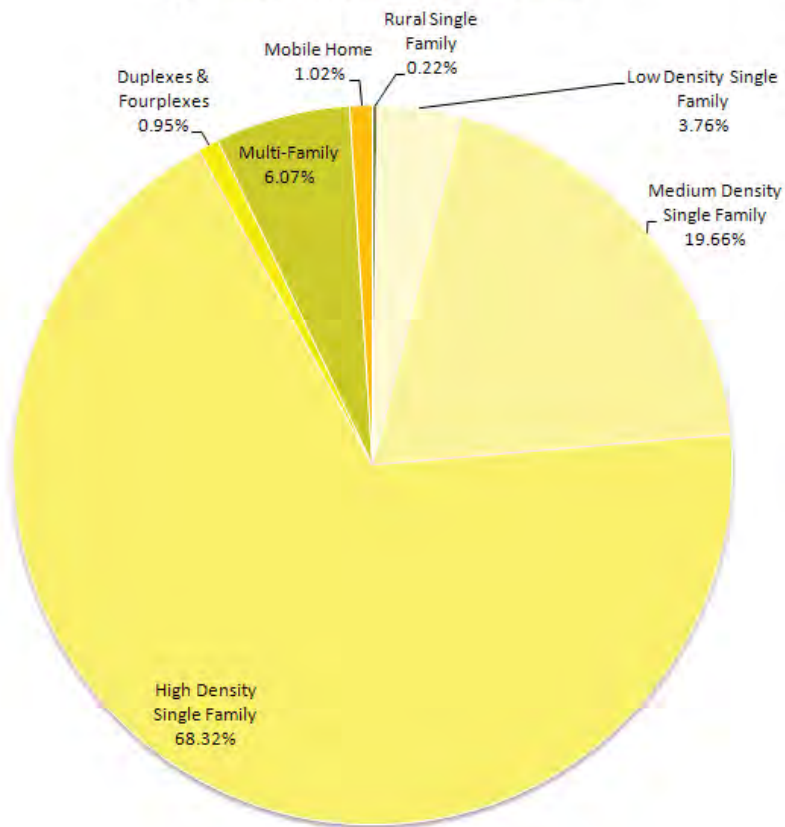
Housing Density

Evaluating housing density is a good way to illustrate the impact density has on land consumption. For example, look at two extremes: Rural single family houses consume nearly 10% of the land within the city limits, yet they only provide 0.22% of the housing units in the City of Buda. On the other hand, multi-family developments account for 6% of Buda's housing stock while only consuming 0.56% of the land.

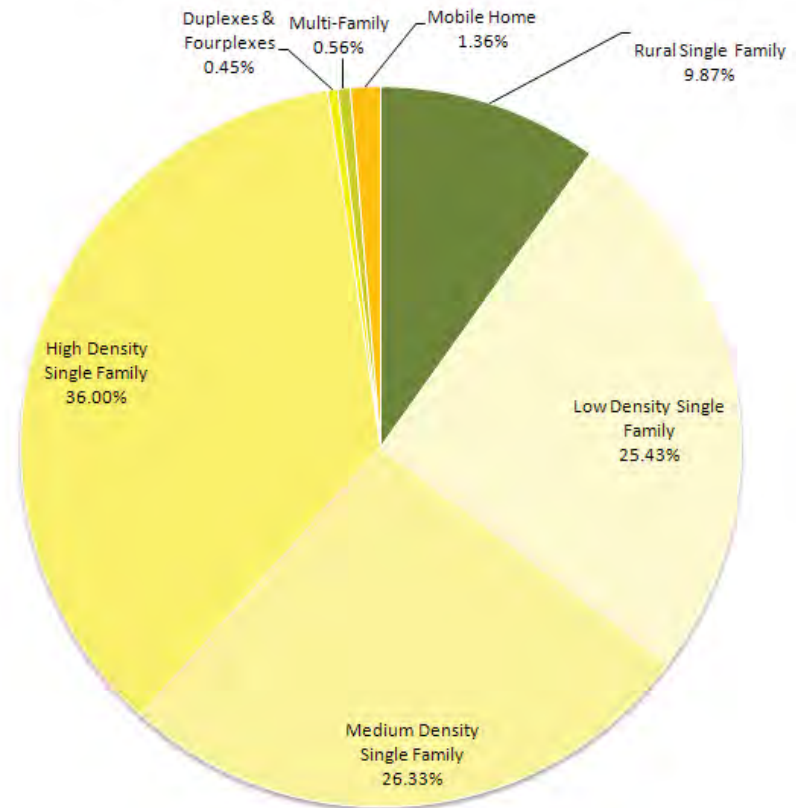
In planning for land development, it is important to consider the impact development has on resources, including land consumption. By building more densely, the City will be able to accommodate residents, and still have land to preserve for recreational or passive use for the residents of Buda.

RESIDENTIAL LAND USE VS. HOUSING UNITS

Housing Units: City of Buda



Residential Land Use: City of Buda



HOUSING: THE OLD AND NEW



Many older homes in the Historic Downtown area of Buda have been preserved over time.



These newer townhome-style units near downtown Buda are priced for move-up buyers and offer an alternative housing choice for those who do not want a yard to maintain.



Newer single-family subdivisions have larger homes and are made of more durable materials, such as brick, stone, and hardiplank.



Four apartment developments now exist in Buda. Here, the Vantage Apartments was built on the newly constructed Robert S. Light Blvd in south Buda.

ISSUES, OPPORTUNITIES, AND FINDINGS

Need for Housing Options

Nearly all of Buda's housing stock is single-family housing. While there is some variety within the types of single-family housing, generally Buda lacks options in housing, limiting choices for both existing residents as well as prospective residents. As people and families pass through various stages of their lives, their housing needs change. In other words, if someone wants to "move up" as their family grows, or "down size" as their kids go to college, there aren't many options. If we want to give people the opportunity to remain in Buda and in their neighborhood, then we need to offer a greater variety of housing options. And when residents are able to stay in their neighborhood, then those neighborhoods become more stable with higher civic involvement and lower crime rates.

Moreover, some community residents lack the economic resources to live in Buda. Discussions with a number of businesses in Buda revealed that there are difficulties finding employees in and around Buda because they cannot afford to relocate to Buda. A lack of housing affordable to the workforce can hinder the local economy. Employers will have trouble maintaining a stable workforce, potentially limiting them from growing and providing an increased tax base. In addition, it will be a challenge for Buda to attract businesses if there isn't the ability for employees to live in the community. This also applies to the "critical workforce", including police officers, firefighters, teachers and nurses, who often cannot afford to live in Buda without a second income.

Need for "Mixed Income" Developments

More often than we'd like to admit, there are negative perceptions toward affordable housing, a concern that has validity. Historically, "projects" were built to house low-income residents of a community. But these projects became areas of high crime rates and generally unsafe. In order to avoid creating "pockets of poverty", mixing incomes has become a sensible way to support affordable housing options.

Design Is Crucial

A recurring theme of Buda 2030 is maintaining the small-town character. This points to the need to focus on the design aspect of housing and neighborhoods much more. Multifamily can take on many forms, including apartments, townhomes, garden homes, mixed use developments, and so on. The proper mix, placement, design, and layout of residential areas will affect housing's ability to support the goal of maintaining the small-town feel of Buda.

Opportunities to "Fill In" Empty Areas of Buda

There is a significant amount of vacant land within the city limits of Buda, presenting opportunities for infill growth with compatible development types. Infill development is a more efficient way to use resources, as much of the City of Buda is already served by infrastructure. Many existing neighborhoods can accommodate much of the growth expected in Buda.

As Buda grows protecting established neighborhoods becomes more and more important. This includes ensuring that infill development is compatible with the character of the existing neighborhood, and that as properties surrounding the neighborhood are developed, there is sufficient "transition" between the neighborhood and other developments that may not be compatible.

HOUSING & NEIGHBORHOODS RECOMMENDATIONS

Goal Statement

Buda has a blend of old and new neighborhoods that are full of character, interesting, sustainable, and retain their value over time. Anyone can find a house that serves his or her needs and preferences for their entire life.

Objective H-1 Provide a sufficient and diverse mix of housing to ensure residents have housing options for all stages of the life cycle.

As people and families pass through various stages of their lives, their housing needs change. Diversifying housing types includes not only whether the housing type is a single-family home or a townhome or an apartment unit. It also includes the mix of for sale and for rent housing options, as well as a variety of price points. Having a range of housing options at various price points is instrumental in creating a sustainable community.

Action H-1.1 Amend UDC to develop new zoning categories for housing types to expand housing options.

The UDC currently prescribes the standard single-family home. And while it allows for a variety of other housing types like town homes, garden homes, mixed use developments, and cluster developments, there is no mechanism(s) to encourage them. Therefore, there are very few builders and developers who have taken advantage of the opportunity to create different housing types. Incorporate into the UDC more descriptive and visual examples of desired development types, and builders will be more encouraged to develop these different housing and development types.

Action H-1.2 Review and amend the UDC where necessary to allow for and encourage a greater mix of compatible housing types within neighborhoods.

Many housing types are compatible with each other, such as townhomes and single-family housing. Review the UDC to ensure that there are no deterrents to mixing compatible housing types. To facilitate mixing housing and establish predictability in the review process, prepare a table of different housing types that are compatible to include in the UDC. Many communities have also required mixing housing within developments. This helps to add physical variety to a street while also increasing the overall density of a development.

“[Cities] exist as places to work, they exist as places to learn, they exist as places to recreate. But most importantly they’re places where people have to live and we need a range of housing types for a city to function properly.”

~Henry Cisneros, former Secretary of Housing and Urban Development in the Clinton Administration

Action H-1.3 Encourage medium and high-density mixed use developments in target zones in neighborhood, community, and regional nodes (see Future Land Development Plan Map).

The nodes identified in the Future Land Development Plan are established as places where more intense, mixed-use development should occur. They are located at the junction of major roads and are natural occurrences of activity. They will be the ideal location for locating denser mixed-use developments.

Action H-1.4 Facilitate the development of assisted living or senior housing.

Senior housing or assisted living centers are another housing type that will enable aging residents to remain a member of the Buda community.

Objective H-2 Expand accessibility of housing to people at all income levels through the provision of affordable housing and home ownership assistance programs.

Providing housing for all residents of Buda also means making it available to those who have more limited economic means. Many employers in the Buda area commented on the fact that many of their employees have trouble finding housing they can afford in Buda. Even the critical workforce employees - police force, firefighters, teachers, and nurses - have a difficult time finding housing they can afford on their income. Whether we find ourselves at this point today or not, we will all eventually find ourselves with more limited financial resources.

While the price of housing is critical to having housing for everyone, it is not the only factor in improving housing accessibility. Strategies such as educating new homeowners, making social services available to residents who need them, and creative financing mechanisms all have a role in making housing more accessible, and improving the environment for affordable housing in Buda.

Action H-2.1 Adopt HUD's Fair Housing Act and foster compliance with the nondiscrimination provisions of the Fair Housing Act.

Action H-2.2 Develop strategies and requirements to create economically and socially diverse neighborhoods by mixing housing units built for a range of incomes to avoid creating "pockets" of poverty.

Mixing housing types allows for a mixture of incomes rather than segregating incomes. As discussed in Action H-1.2, communities have begun to require a mixture of housing types within developments. Encourage mixing not only housing types, but also housing prices as a way to supply affordable housing options without concentrating poverty in publicly assisted housing.

Action H-2.3 Encourage development of more higher-end housing in the area of Buda east of IH 35.

In recent years, the growth on the east side has been primarily in moderate-priced housing, and on the west side, housing is generally priced higher. There are obvious land characteristics that influence the cost of housing, such as the environmental factors on the west side that make development more costly and eventually get folded into the cost of the home. Still, in providing a range of housing options across the city, be sure to include higher-end housing options in the area east of IH 35.

Action H-2.4 Assist in land assembly.

Tax-title lots are those properties acquired by the county when the property owner is delinquent on paying their property taxes, and the property is not sold in foreclosure. If these properties are sitting vacant, owned by the County or City, then they are costing the public entity to maintain them and not contributing to the tax revenue. This action is intended to use tax-title lots as an incentive to private developers to develop and maintain properties and return them to the tax roll. This process can also be referred to as land banking. Moreover, by using the property as an incentive to private development, the city can have more influence on the design of the property, resulting in the type of development the community desires.

Work with Hays County to assemble land through acquisition of tax title lots and forgiveness of taxes when lots will be used for developments that include a clear public benefit, such as affordable market-rate housing, donation of lots for creation of infill housing, or a dense, mixed-use development. The appropriate development type will depend on the location and size of the property.

Action H-2.5 Use shared equity mechanisms to increase homeownership accessibility.

Financial means is another component of housing accessibility, a means that much of our population lacks. Historically, creative financing referred to adjustable-rate mortgages or balloon mortgages - mechanisms that got many households in financial trouble. Today, however, there are more responsible mechanisms that enable people who lack the immediate financial means to purchase a home, such as shared equity homeownership programs.

A shared equity homeownership program is a mechanism that uses an entity, such as a nonprofit housing organization, to provide financing to help a family purchase a home. In return, the home buyer shares with the supporting entity the value of any home price appreciation that may occur while living there.

The entity's share of the home's appreciation is used to preserve housing affordability for future years, rather than for the initial buyer, either by helping another family buy the home of their choice, or keeping the equity stay with the respective home, reducing the cost for the next buyer.

Shared equity programs can also promote mixed-income neighborhoods, whereby market rate housing is built (at market rate housing quality), but a certain number of them are reserved for the shared equity program. In this

The current housing crisis in the United States is often described as an “affordability crisis.” There is a growing gap between what people can pay for housing, given what they earn, and what they must pay for housing, given what it costs. As always, the lowest-income households are hit the hardest. Over the past 25 years, the inflation-adjusted incomes of households in the bottom two quintiles have remained nearly flat, while rents and home prices have outpaced the general rate of inflation... In many communities, it is not only the poor who are being priced out of the homeownership market but average wage earners as well, including such “key workers” as nurses, schoolteachers, firefighters, and police officers.

~John Davis. 2006. *Shared Equity Homeownership*.

case, the supporting entity may share the cost of the home, bringing the financing cost of the house down to what the buyer can afford. When the home sells, the entity or program is paid back its equity.

Research the establishment of a locally-participating Community Development Financial Institution (CDFI) to serve as the non-profit organization to run the shared equity homeownership program. CDFI's are specialized financial institutions that work in markets that are under served by traditional financial institutions, including financial assistance to small start-up or expanding businesses. CDFI's are supported by the CDFI Fund, a program of the US Department of the Treasury whose mission is to expand the capacity of financial institutions to under served populations and communities. In Central Texas, there are a handful of established and certified CDFIs that provide not only financial assistance, but also entrepreneurial business education and counseling.

Action H-2.6 Support home buyer education and credit counseling programs and workshops to promote knowledge of home buying.

Help prepare home buyers for their investment by providing finance education and counseling. This can be a requirement of home buyers of the shared equity homeownership program. Work with local banks and lending institutions, as well as ACC (through the new campus at FM 1626 and Kohler's Crossing) to provide the workshops and classes.

Action H-2.7 Participate in the Texas Housing Trust Fund to obtain funding for projects and programs that target very low income, rural, and special needs populations.

The Texas Housing Trust Fund is a program of the Texas Department of Housing and Community Affairs. The program provides loans, grants, or other comparable forms of assistance to finance, acquire, rehabilitate, and develop decent, safe, and sanitary affordable housing. Applicants may include local government entities, public housing authorities, nonprofit organizations, and for-profit organizations that are developing projects that target very low income, rural and special needs populations.

Action H-2.8 Make educational and social services more accessible to residents of subsidized housing by promoting partnerships between providers of affordable housing and social service agencies.

Educational and social services help to serve low-income earning residents by addressing the economic, social, transportation, and language challenges they face. Programs and services such as day cares, English language classes, after-school programs and tutoring, and activity programs help to strengthen these residents' social and economic stability. Locating educational and social services near subsidized housing will allow these programs to be more accessible and available to residents of these subdivisions.

Objective H-3 Improve the condition of existing housing and ensure that new housing is of a sustainable quality.

Promote durable, sustainable, and an overall high quality of housing development throughout Buda to contribute to the community image and pride of Buda.

Action H-3.1 Ensure that the Building Inspector and other appropriate city staff enforce ordinances that directly pertain to maintenance and quality of housing.

Use a pro-active strategy to enforce the City's building code in a way that offers guidance to builders and homeowners to meet the building and land development code.

Action H-3.2 Encourage builders to utilize green building standards in home developments.

Housing can serve an important role in achieving the goals for environmental sustainability in Buda, such as natural resource protection and energy consumption reduction. There are several examples of "green building standards", such as the U.S. Green Building Council's LEED criteria as well as Austin's Green Building Program. Encourage builders to meet these criteria through incentives or recognition.

Action H-3.3 Evaluate residential construction regulations and as necessary establish design standards to ensure high quality design for all housing types.



Objective H-4 Encourage dense, mixed-use projects in appropriate locations as a means of increasing housing supply and types while promoting neighborhood vitality.

Opportunities for a variety of housing types can be appropriately created in mixed-use locations, such as the regional, community, and neighborhood nodes (see Future Land Development Plan).

Action H-4.1 Develop incentive programs to encourage mixed use projects.

Development incentives can help encourage developers to build mixed-use projects, and at the same time the City will gain a public benefit. See Chapter 7: Implementation Strategy to see a more detailed discussion on different incentives Buda can offer.

Action H-4.2 Identify opportunities to educate local developers, business owners, and citizens on the benefits of mixed-use projects to the transportation system, tax base, and housing goals of the city.

Mixed-use is still a relatively new concept to Central Texas. Maximize opportunities to bring in local and national experts on developing the subject by partnering with local development and professional organizations. Market workshops to local developers, business owners, and citizens to broaden the knowledge of the benefits of mixed-use projects.

Action H-4.3 Allow and encourage additional development in existing shopping centers and business parks to concentrate development and create compact, mixed-use districts.

There are many established commercial developments that have been constructed in a “suburban style” that is unfriendly to pedestrians and the aesthetic character and beauty of Buda. That is, they are auto-oriented developments, fronted by massive parking lots that never fill up and multilane arterials that are congested with the traffic coming to and passing by these shopping centers. The developments are fragmented, forcing shoppers to get into their car for each and every stop they have to make within the same shopping complex. By allowing and even encouraging the “infill” of additional development in these existing shopping centers, developers can densify and concentrate development and create walkable, compact mixed-use centers.

Action H-4.4 Update development regulations to incorporate design standards for mixed-use development.

Design guidelines are a way for a community to address issues related to the visual qualities of the built environment. They are intended to assist architects, developers, and designers to understand the character, identity, and type of development desired to achieve the goals and objectives of the community. For example, building articulation, streetscaping, street design, window types and transparencies, location of store fronts, balconies, signs, awnings, location of parking and loading zones, gathering places, the location of residential units. These are all elements that are regulated in design guidelines.

Mixed-use developments in particular benefit from design guidelines because they help establish the relationship between the various commercial, residential, and street elements that all work together to create a place. In the mixed use nodes, commercial and office uses should be located at street level while residential uses should be located above retail, or in the interior or back of the mixed-use center. Also, nodes should transition toward lower-density residential areas, with tapering heights and more residential uses.

Action H-4.5 Ensure sensitive transitions between uses and densities that are non-compatible.

In order to minimize the impact differing land uses and development types have on each other, transitions are needed between different uses and densities that are not compatible when directly adjacent. Some examples of areas that may need transition zones include: between regional and certain commercial nodes to lower-density residential areas or between the industrial district and any surrounding district. Transitional uses don't necessarily need to be wide buffers that never develop. Instead, tapering down the scale of development, or mixing in uses that are more appropriate to varying zones, such as neighborhood scale commercial or office buildings, will serve to transition from one type of development to another type. Use the mixed-use zoning district or develop a new zoning district to function as transitional zones from residential to non-residential zones that mix housing and non-residential uses that will not detract from the residential character of adjacent neighborhoods.



Objective H-5 Protect established neighborhoods.

Neighborhood preservation or conservation programs tend to focus on older existing neighborhoods that are threatened as the city grows and changes. This action aims at being proactive by focusing more attention and resources to older neighborhoods to prevent their decline by identifying physical improvements needed, addressing the growth of surrounding areas in a way that focuses on how the neighborhood interacts and transitions with these surrounding areas, and generally preserving the quality of life and identity of a neighborhood.

Action H-5.1 Use neighborhood conservation district planning in older neighborhoods to protect their character.

A method for identifying the specific needs of a neighborhood is through conservation district planning. Establish criteria for what types of neighborhoods qualify for a conservation district, such as age of the neighborhood and quality of the housing stock as measured by the property values.

Action H-5.2 Develop neighborhood revitalization plans for Buda's older neighborhoods.

Neighborhoods go through life cycles. They go through periods of decline, especially as the housing stock ages. And hopefully they recover through periods of revitalization. For many of the older neighborhoods in Buda, there is the potential for destabilization. This is especially true in growing areas where more attention and resources tend to be given to the newly growing areas, and the older areas tend to be forgotten.

These characteristics are becoming apparent in some neighborhoods in Buda and some were identified as candidates for a neighborhood conservation plan: Old Town Buda, Sequoyah, Bonita Vista/Village at Buda, and Hillside Terrace. These neighborhoods are faced with potential deterioration of home values as they compete with newer areas. The City of Buda should initiate a planning process for these neighborhoods to help evaluate ways to prevent decline and strengthen these key neighborhoods.

Action H-5.3 Apply for and utilize Community Development Block Grant funding to enhance targeted neighborhoods and areas of Buda.

Community Development Block Grant program is provided through the U.S. Department of Housing and Urban Development and Texas Department of Rural Affairs (state allocation) to provide communities with resources to address a wide range of unique community development needs.

These funds will be useful for neighborhood revitalization improvements, as well as infrastructure improvements to underserved areas of Buda. Funds can be used for a variety of community revitalization efforts such as property acquisition for public purposes; construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works; demolition; rehabilitation of public and private buildings; public services; planning activities; assistance to nonprofit entities for community development activities; and assistance to private, for-profit entities to carry out economic development activities.

Action H-5.4 Encourage the formation of neighborhood associations. Extra attention should be given to those neighborhoods that generally have a low level of resident participation.

Community-based organizations such as homeowner and neighborhood associations are valuable entities to oversee the quality of life in neighborhoods and to communicate their needs to the City. Many of the new subdivisions being developed have a homeowner association, but there are several neighborhoods that have no formal organization. In particular, extra attention should be given to those neighborhoods that generally have a low level of participation in public meetings and civic events in order to increase their involvement and interest in their community. In these neighborhoods, the City needs to be proactive in engaging these residents.

The City could assist homeowner and neighborhood associations with their formation and continuation by providing a toolbox of guidance documents such as bylaws and charters, and by making meeting locations available.

Action H-5.5 Increase communication with homeowner associations and neighborhood associations to improve responsiveness to city and neighborhood needs.

Maintain updated and complete information on homeowner and neighborhood associations and utilize this list to increase communication with the organizations. A strong partnership between the City and these community-based organizations will enhance neighborhood quality of life.

Action H-5.6 Work with Hays CISD to facilitate use of public schools by neighborhood residents and groups.

Traditionally, schools are the center of neighborhoods and serve as a gathering place to the residents of the neighborhood. School parks and recreation facilities should remain accessible to the neighborhoods that surround them. Reinforce this relationship between schools and neighborhoods by working with Hays CISD to promote the use of public schools by neighborhood residents and groups.



Action H-5.7 Ensure that the Building Inspector and other appropriate city staff consistently enforce ordinances that directly pertain to maintenance and quality of housing.

Use proactive code enforcement to maintain the aesthetic appeal of Buda and its neighborhoods. As necessary, provide training for code enforcement officers and other City employees who may assist with Code Enforcement.

Objective H-6 Facilitate infill development.

According to the existing land use analysis, there are approximately 730 acres of land within the city limits that is vacant or unclassifiable, which accounts for 28% of the entire incorporated area. Communities can more efficiently use their resources by directing development toward areas of Buda already served by infrastructure. By encouraging infill development, communities maintain the value of the investment already made in those areas.

Action H-6.1 Assemble land through acquisition of tax title lots and forgiveness of taxes when lots will be used for affordable market-rate housing and/or donation of lots for creation of infill housing.

As discussed in action H-2.4, infill development can be promoted through the use of tax-title lots, which are properties acquired by the county through tax delinquency. The City of Buda should work with Hays County to use any available tax-title lots as incentives to infill development by transferring them to private developers in return for a public benefit.

Action H-6.2 Encourage compatible infill residential development in established neighborhoods.

Ensure that infill development in established residential areas is compatible with the existing neighborhood. Create design standards for infill developments in existing neighborhoods that would promote compatible redevelopment.

Action H-6.3 Work with local builders to make existing residential areas a priority for infill home development.

Objective H-7 Ensure that new subdivisions and neighborhoods are of a high standard and sustainable quality that promote connectivity, walkability, and a sense of identity.

There are many components of neighborhood quality and integrity that are often overlooked in planning and design of them. Elements such as walkability, gateways, connectivity, identity, defined centers and edges, gathering spaces, variety of housing types, street trees, and recreational amenities help make a neighborhood attractive and a great place to live, raise a family, and grow old.

Action H-7.1 Encourage subdivision design that includes defined centers and edges. Defined centers should include public spaces such as central neighborhood parks or squares, a public school, or other civic facility.

Centers and edges help give a neighborhood definition. A defined center gives residents a focal point to gather, and as such should include public spaces such as neighborhood parks or squares, a public school, place of worship, or other civic facility.

Action H-7.2 Require new subdivisions to be connected to surrounding areas through both vehicular and pedestrian connections. Establish a connectivity ratio for new subdivisions.

Connectivity is an important quality of a great neighborhood. A well-connected neighborhood reduces congestion along major streets, is friendlier to pedestrians and bicyclists, facilitates alternative transportation, and leads to higher levels of physical activity.

A connectivity ratio measures the level of connectivity of a neighborhoods street and/or path system by comparing the number of nodes to the number of links (or ways to get between nodes). The greater the number of ways to get to the nodes in a neighborhood, the greater the ratio, and the greater the measurement of connectivity. Establish a connectivity ratio requirement for new developments (see Action T-2.4 and T-2.5 for a detailed discussion).

de•fined

connectivity ratio

A connectivity ratio measures the level of connectivity of a neighborhoods street and/or path system by comparing the number of nodes to the number of links (or ways to get between nodes). The greater the number of ways to get to the nodes in a neighborhood, the greater the ratio, and the greater the measurement of connectivity.



A “stub-out” in an existing neighborhoods is an opportunity to provide connectivity to surrounding developments.

Action H-7.3 Encourage the development of multifamily residential developments as a part of larger subdivision plans.

Multifamily developments should be an integrated component of the larger development, rather than isolated developments. Encourage large subdivisions to include a multifamily component. More so, as multifamily developments are proposed as stand-alone developments, they should be planned and designed in a way that they coordinate with the surrounding developments, considering the connectivity and relationship of multifamily developments to the surrounding neighborhoods.

Action H-7.4 Encourage the construction of local gateways and signs that promote unique neighborhood identity.

Gateways help define both entrance into a neighborhood as well as a sense of identity to the neighborhood. Many new subdivisions in Buda have incorporated gateways that promote a unique identity to the neighborhood and that are echoed through the park facilities and other qualities. Continue to encourage these amenities.

Action H-7.5 Require trail or pedestrian path connections to improve walkability within a neighborhood and link schools, neighborhoods, parks, and centers.

As a trail system is developed throughout Buda, it will be an important component of providing pedestrian and bicycle connectivity across the City. To promote its use, ensure that neighborhoods have access by providing direct connections to trails.

Action H-7.6 Work with Hays CISD and developers of subdivisions to locate schools in central locations of subdivisions or neighborhoods to maximize accessibility and so they may be a focal point for neighborhoods.

As discussed earlier, schools are traditionally the center of a neighborhood. However, trends show that the average school size has grown, and new schools are increasingly located on large sites away from the families in the neighborhoods that they serve. This has several negative consequences related to health and transportation issues. By making the school further, it forces families to drive their children to school and complicates efforts to promote walking and bicycling to school among Buda's youth. However, the new school siting and design trends can also impact a neighborhood's sense of identity by becoming the focal point and social center of it.

Action H-7.7 Work with Hays CISD to identify an opportunity to develop a high school within the City of Buda. Conduct regular planning meetings with the school district to collaborate on school siting to ensure that it meets the goals and objectives of the City of Buda and its citizens to preserve its small town character.

Action H-7.8 Establish standards to ensure privately held community facilities and amenities are adequately maintained as established in homeowner association documents or other documentation.

Homeowners often have responsibility for maintenance of privately held community facilities and other common area features. The City needs to ensure that HOAs have adequate requirements to maintain their common areas, and should enforce those requirements to adequately maintain the properties and facilities.

Action H-7.9 Establish context-sensitive solution standards for streetscapes along neighborhood collectors and arterials that are sensitive to different contexts and create and reflect and enhance neighborhood character.

As a component of creating and enhancing neighborhood identity, utilize context-sensitive solutions to promote landscaping, streetscaping, and other design elements along neighborhood collectors and arterials.





COMMUNITY IDENTITY

Overwhelmingly, the small-town feel of Buda was identified as a character of the city that residents love and feel needs to be protected. This indicates a sense of community identity that needs to be protected, as well as enhanced as new areas grow.

Community identity helps define Buda, differentiating it from the surrounding communities in central Texas as a unique place. There are several opportunities to emphasize Buda's identity, including establishing and enforcing standards for the design of the public realm, developing signature gateways at the city's entrances and along major corridors, and reinforcing the new brand throughout the community.

"Community character is something a community has inherently, not something that can be applied like makeup. It is conveyed by not only grand buildings and public spaces but a whole range of urban elements: residences of all sizes and scale; commercial, government, and institutional buildings; street cross-sections; street furniture and graphics; public places, large and small; ceremonial buildings; informal activities such as street markets and fairs; and the food, language, and personalities that contribute to a community's narrative. Only through the understanding and reinforcement of its character can a community flourish civically and economically."

~American Planning Association

ISSUES, OPPORTUNITIES, AND FINDINGS

Improve the Built Environment to Reflect a Sense of Identity

The built environment has significant impact on the feel, or identity of a community. The way streets are designed and landscaped, the condition and style of buildings, the quality and pervasiveness of signs - these and many other things affect the character of the public realm.

Maximize on Location

IH 35 is the primary corridor through Buda, and is truly the window or front door into the community. As such, the corridor presents the opportunity to establish identity features.

Defining Community Edges

The edges of the community are opportunities for gateways. Currently, the only announcement into Buda is the standard TXDOT "Next 3 Exits" sign. On FM 1626, there is no indication that one has entered into the city. Gateways are tools a community can use to not only more strongly define the edges of the community, but also to help develop the community identity of Buda.



COMMUNITY IDENTITY RECOMMENDATIONS

Goal Statement

Buda is a unique community with a charming small town character, active neighborhoods, and many entertainment and recreation opportunities.

Objective CI-1 Utilize gateways, entry signs, and landscaping at edges of the City of Buda and the ETJ to indicate entrance into Buda.

gateway

Something that serves as an entrance or a means of access

~www.thefreedictionary.com

de•fined

Gateways are a great way to define the edge of the city and announce entrance into Buda. Distinct features help to differentiate Buda from other surrounding Central Texas communities and emphasize the area's unique character. Buda can benefit from gateways, especially along the IH 35 corridor where one community can easily blend into another.

Action CI-1.1 Work with TXDOT to construct gateways at target locations along major corridors into the City of Buda.

There are many opportunities along the major arterials in Buda to develop a gateway. However, these roadways are under the authority of TXDOT and will require coordination with them to develop these gateways.

- * SH 45 overpass and before the Main Street exit
- * At FM 1626 and FM 967
- * Along IH 35 between Kyle and Buda
- * At FM 1626 and FM 2770

Action CI-1.2 Work with TXDOT to further enhance Buda's bridges, underpasses, and intersections along the IH 35 corridor.

Recent construction along IH 35 to increase capacity introduces the opportunity to install beautification elements such as landscaping, color, and other features to enhance the bridges, underpasses, and intersections. Use trees and plantings to improve the overall appearance of these intersections.



New bridges over IH 35 in Kyle have been designed with context sensitive elements.

Objective CI-2 Improve the quality and character of development along Gateway Corridors.

The Unified Development Code identifies a Gateway Corridor Overlay along certain arterial streets (Loop 4, FM 967, FM 2770, FM 2001 and FM 1626) to provide development standards that maintain or enhance the visual integrity of the corridors.

Action CI-2.1 Work with TXDOT and private land owners to bury utility lines.

As work continues along the corridor, work with TXDOT and private land owners to bury utility lines. This will help “clean up” the clutter along this corridor and improve the Buda skyline.

Action CI-2.2 Modify UDC to provide stronger design-oriented development standards for architecture, building articulation, site-plan, signs, and streetscaping elements as part of the Gateway Overlay Zone for developments on gateway corridors.

Currently this corridor has a gateway overlay zoning district applied to it. However, the design standards for building, landscaping, and signs are lacking compared to best practices. Improve these standards along the Interstate Gateway Corridor. In the Spring of 2011, the City adopted an amendment to this section of the UDC taking steps to address this action. Further fine tuning of these standards may be appropriate based on other recommendations of Buda 2030

Action CI-2.3 Identify new gateway corridors and amend the UDC and Zoning Map to bring new gateway corridors under the Gateway Overlay Zone.

As Buda grows and the road system expands, new gateway corridors will emerge. Already this may include East Main Street (east of IH 35) and Turnersville Rd (as it extends south from SH 45).

Objective CI-3 Enhance Buda’s streets with attractive streetscapes and signs.

Streets are part of the public realm, and as such should be emphasized as a way that people experience Buda - whether they’re walking, bicycling, or driving. Historically, this part of the public realm has not received as much attention as it deserves. Fix this mistake by retrofitting streets with attractive streetscaping, signs, and wayfinding, and modify the UDC to ensure that future roadways are developed to a high quality and contributes to the aesthetics of the community.

Action CI-3.1 Improve design standards for streetscapes for all of Buda's streets (not just gateway corridors).

Incorporate Context Sensitive Solutions and Complete Street policies into general requirements for roadway design.

Action CI-3.2 Review sign ordinance and modify as necessary to ensure that signs are appropriate for the character in which they are located.



Trees help enhance roadway aesthetics, such as these along Main Street.

Action CI-3.3 Add wayfinding signs at key locations throughout the city.

Wayfinding will help visitors and residents navigate throughout the town. Install signs directing people to key destinations and neighborhoods throughout Buda.

Action CI-3.4 Establish a tree-planting program.

Trees are an important element of articulating a small-town feel and should be both protected and enhanced in areas that have lost trees. The City can establish a commitment to having a community known for its trees through a tree-planting program. Through a tree-planting program, the City plants new trees along streets or in public places and replaces trees that die or are damaged. As part of this effort, conduct a tree inventory of the City's public parks, streets, and parking lots. This inventory will help identify priority locations for tree planting.

Trees in this program should be selected based on their ability to provide shade as well as ability to withstand Buda's hot and dry climate without significantly impacting water resources. Also, consider special circumstances in design of planting trees where there are physical constraints, such as narrow sidewalks or utility conflicts.

Action CI-3.5 Establish a public art program to install public art in the city's public realm, including streets and parks.

Culture and arts can play a major role in helping to articulate and celebrate community identity, particularly in the public realm. Public art can educate people and initiate conversations about the historical and cultural context of a community. Public areas such as streets, parks, open spaces, and plazas, are opportunities to engage the artist community and simultaneously beautify the public realm in a way that emphasizes community identity.

CIVIC FACILITIES & PROGRAMS

Generally, Buda's citizens are satisfied with the quality of municipal services, including water quality and civic programs the City supports.

Public Buildings

Buda has four public buildings and facilities (excluding parks and water/wastewater):

- * City Hall
- * City Hall Annex
- * Buda Public Library
- * Public Works Facility

The facilities are at different life stages. City Hall is the most recently constructed building. Recently, the City outgrew City Hall, and in the beginning of 2011 some departments moved to the City Hall Annex near City Hall with the Police Department. The Public Works Facility is located near the water treatment plant and houses the Public Works Department as well as the Fleet Maintenance Facility. The Buda Public Library is located in downtown. The previous comprehensive plan (2002) identified that the library was at its capacity and needed to be expanded. All Buda public facilities are located in or proximate to downtown Buda.

Additionally, the Emergency Service Districts #2 and #8 have three facilities in Buda and its ETJ. This is discussed more in the Public Safety element.



Buda City Hall (top photo) and Buda Public Library (bottom) are both located downtown on Main Street.

THE MANY FACES OF WATER IN BUDA



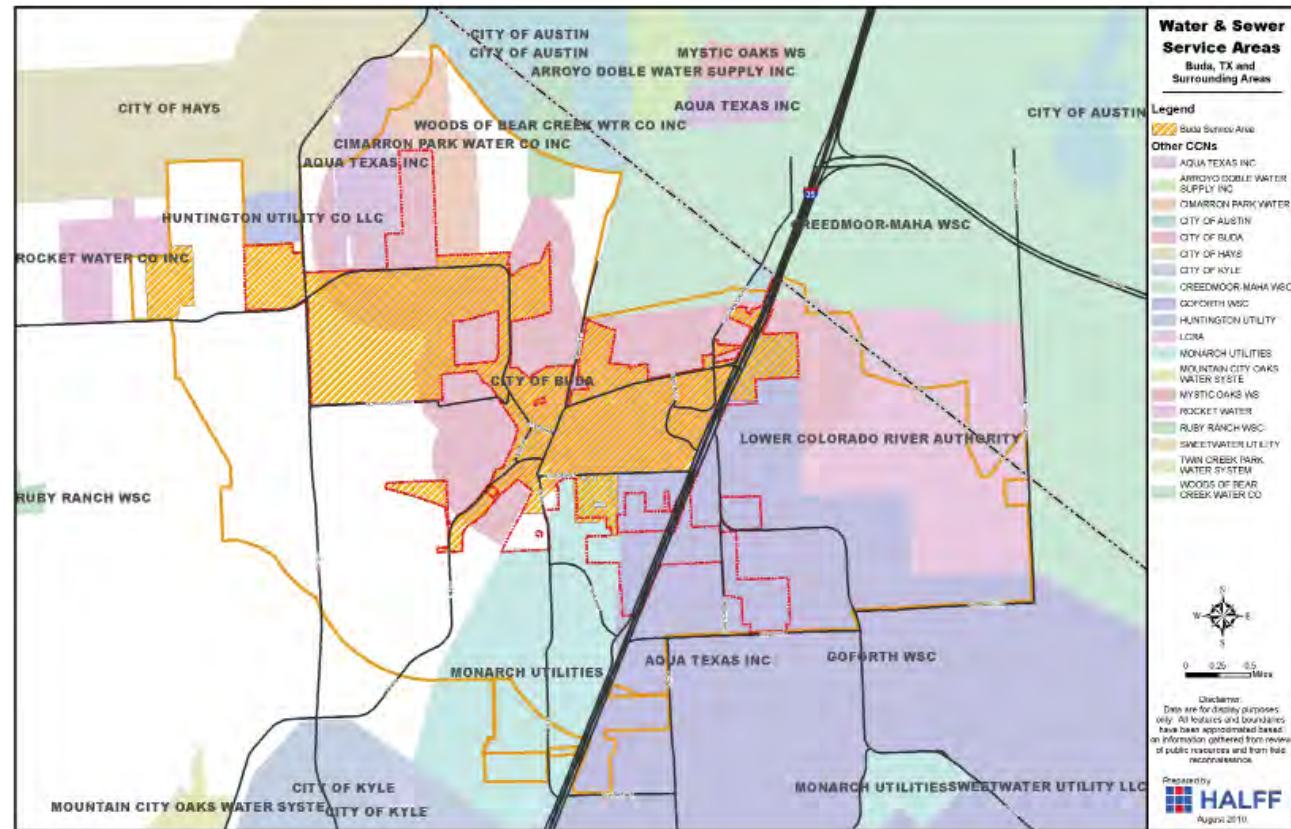
Water & Wastewater System

The City of Buda operates a water and sewer system that serves much of the area within the city of Buda and parts of its ETJ. Water and wastewater needs of other parts of the Buda area are provided by other water and wastewater service providers, also called CCNs (Certificate of Convenience and Necessity). The eastern Buda area is sufficiently serviced by private CCNs; however, it is not the same situation for areas to the west.

Within the City of Buda service area, water is provided through two wells: one downtown, and one in northwest Buda near Dahlstrom Elementary. Those two wells are near capacity for serving the service area, and there is a need for a long-term water supply to serve the growing area to the west.

The situation is similar for wastewater issues. Private CCNs sufficiently serve the eastern portion of the Buda area, but there are significant areas in the western portions that do not have wastewater service. The most critical issue for the City of Buda wastewater service is the need for a new treatment plant. Currently, the City is soliciting bids to expand the existing treatment plant located north of downtown on Garrison Road.

Water and wastewater service can be a deal maker or breaker when it comes to development. In today's day, water and wastewater service is preferred over well and septic systems. There are development limitations to well and septic systems that will hinder the promotion of density. While it is not an issue to the eastern portion of Buda, it is an issue that should be addressed and resolved for the western areas.



GIS Source for CCN Service Areas: Capital Area Council of Governments, Water & Wastewater Service Areas

ISSUES, OPPORTUNITIES, AND FINDINGS

High Demand on Certain Public Facilities

Buda has some great public facilities, and residents know it. Not only residents, but organizations and other entities know it, too. Facilities such as City Park and Buda Public Library have experienced excessive demand in the past several years, pushing these facilities to their limits.

Need for Stronger Water Conservation Efforts

In recent years, Central Texas has experienced significant droughts affecting the ability to provide water to the communities and residents. Water conservation should be a natural practice of Buda - by the City as well as households and businesses.

Maximize Communication with Citizens

Communication with citizens is a basic obligation of government. As such, the City of Buda needs to take advantage of the multitude of opportunities to expand and enhance citizen communications.

Foster Civic Engagement

Fostering and reinforcing a sense of community is important in the sustainability and vitality of Buda. The quality and livability of a place is impacted by the presence and activity of a community. Without a sense of community, individuals can feel disconnected and lonely, leading to social disintegration of the entire community. Many new subdivisions of Buda don't even know they are in the city limits of Buda and therefore have no sense of "connection" to the City.

Neighborhoods play a crucial role in citizen engagement and participation. Active neighborhoods enjoy low crime rates because more of the residents know each other and know what is going on. The City needs to encourage the organization of neighborhood associations, which will serve as a point of contact to the City.



Regular civic events such as First Thursdays and the Saturday Farmers' Market attract residents of Buda and the surrounding area to downtown Buda.

Image Source: (top) City of Buda, Tourism Department; (bottom) Michael Caristo Photography

CIVIC FACILITIES & PROGRAMS RECOMMENDATIONS

Goal Statement

Buda's sense of community is enhanced through state of the art civic facilities and programs and easy access to City information and resources.

Buda Library Space Needs

In 2005, a study of the Building Program for the Buda Public Library was produced. This report identified that a 26,456 square foot building is needed to serve the Buda Library service area, and a property of approximately 2.5 to 3 acres in size is needed to accommodate this building, parking, and future expansion needs.

~Park, Catherine. September 2005. Building Program for the Buda Public Library.

- Objective CF-1** (a) Develop a state of the art library for Buda.
(b) Develop a state of the art civic center for Buda

The existing Buda Library is located in downtown Buda on Main Street on the city-owned parcel along the railroad tracks. The current library is 5,200 square feet and has been at this location since 1993. The library is staffed by five full-time employees and supplemented by volunteers. The Buda Library is at capacity, and for nearly 10 years there have been calls for more space. In an agreement with Hays County, Buda's library provides services to all County residents. Likewise, Buda residents are welcome to use any library in Hays County. The rapid population growth in north Hays County has caused the library to outgrow its current building. **Because of this it is important to work with Hays County to partner on expanding or replacing the existing library.**

The City has sought a variety of ways to expand, including expanding at its current location as well as evaluating various parcels throughout the city for a new library location. Given the constraints of the current site it is generally preferred to build at a new location. Among the various sites considered the approximate land cost is between \$500,000 and \$1 million. The preference is to relocate to another site along Main Street.

While in this current economic downturn it may not be a priority to spend money on expanding library services, there are definitely steps that can be taken to move forward so that when the funding is available, Buda will be ready.

Buda is also in need of a civic or convention center at which to host meetings, workshops, or small conventions. Consideration should be given to evaluating whether this center can be developed in conjunction with a new library, so that public dollars will be used more efficiently and effectively.

Action CF-1.1 Determine appropriate location for library enhancement or replacement. Determine size and location for civic center.

The first step in this endeavor is to determine the appropriate location for the library and a possible civic center. Over the past several years, many options have been discussed regarding the location of a new library. Below is a brief discussion of those that are most feasible and recommended for further evaluation:

1. **Redevelop the library at the existing site as a larger building.** This option has been examined and concepts of the building have been developed. The biggest challenge for redeveloping the library at the current site is the size and shape of the lot, which results in a poor building layout for a library. In addition, if this was to be combined

with a civic center, then the site may not be large enough. For the existing site to be feasible for a combined library and civic center most of the Greenbelt Park to the north of the current site would need to be included.

2. **Construct a new library at City Park.** While this option does save money on land acquisition this option would require incorporating the library into a master plan for the park that identifies areas for increased parking. Because funding came through a grant from Texas Parks & Wildlife, there likely will be additional processes and even some restrictions on the use of City Park for uses such as a new library.
3. **Construct a new library and / or civic gathering places as part of the redevelopment of the Old Cotton Mill site.** The Old Cotton Mill site is well-situated to be a south-end anchor to the downtown area and an excellent location for a civic center and library. However, a partnership would have to be established with the Mill owners, and much of the site is in a floodplain and would require significant grading to address flooding issues.
4. **Other sites.** There may be other options available, which should be evaluated. Whatever site is selected it is strongly recommended that this civic center and library stay in or near the downtown area to reinforce its position as an important part of the “heart” of Buda.

Action CF-1.2 Develop partnerships to assist with funding Library and/or Civic Center improvements.

Funding is always going to be an issue - not just in economic downturns. Partnering with other public and private entities will help share the cost of developing this community center. Depending on the location, a partnership with the private landowner will help to create a state of the art center that not only houses these civic programs, but also has the potential to become an economic generator. Additionally, since the library serves residents beyond that of the city limits, seek funding from Hays County and the State of Texas to supplement what Buda is able to provide.

Objective CF-2 Develop City Park as a signature outdoor event center and community park.

Action CF-2.1 Master plan City Park.

City Park is the Buda’s primary “central park” that over time has become a popular events venue for festivals. The events have been significant in drawing visitors to downtown Buda. A master plan of City Park needs to incorporate both these identities - both an outdoor events venue for festivals as well as a community park for residents of Buda.

The area to be planned should include the existing City Park area as well as the area immediately north of City Park and south of the water treatment facility. This area is owned by the City of Buda, and is located in the floodplain. During certain festivals it is used for events, like the cook-off staging area during the Weinerdog Festival. However, it is unimproved and not used during other times.



Weinerdog Races in City Park.

Some of the primary issues that need to be addressed with this master plan include parking, how it interacts with downtown Buda, recreation facilities for use as a community park, facilities for events, recovery of park due to impact of events, event traffic flow, and (if appropriate) incorporation of a library and civic center development.

It is important to note that a grant from the Texas Parks & Wildlife Department was used to fund improvements to City Park. The master plan should acknowledge that this fact will put restrictions on the use of City Park. However, the benefits of potential improvements to City Park may outweigh any restrictions or penalties that may occur to accommodate certain improvements to the site.

Objective CF-3 Utilize community programs to increase civic engagement.

Community programs such as National Night Out, First Thursday, and other programs centered on the community help to increase civic engagement and pride, which has other benefits to the City and quality of life in Buda.

Action CF-3.1 Develop a citywide cultural program that promotes existing cultural activities.

Work with the Buda Public Library, Hays CISD, YMCA, and Tourism Department to establish a cultural program that educates and celebrates Central Texas and Buda's cultural and historic heritage. This program can be operated out of a larger library and education facility, as well as possibly incorporated into Hays CISD curriculum or the YMCA's after school program. This action will require additional civic space and resources to accomplish. (See also HP-1.1)

Action CF-3.2 Promote events in Downtown Buda.

Downtown is host to a number of regularly occurring events, as well as special events that occur either in conjunction with a holiday or festival at City Park. Aggressively promote these events to the Buda community and neighborhoods. Below is a summary of some of the events that occur downtown:

- * **First Thursday** is an event hosted by the Downtown Merchants Association where stores and restaurants stay open later and have specials for shoppers. It happens on the first Thursday of every month at Main Street. It is an excellent program to promote the downtown merchants and engage the community.
- * **Downtown Buda Farmers' Market** is a new event for downtown on Saturdays. Local farmers sell their fresh produce, and merchants sell their homemade crafts and treats.
- * **Toons & Tunes** is an outdoor music and movie series held during the summer at City Park.
- * **Various annual events** populate Buda's event calendar every year, including the Budafest, Weinerdog Fest, Fire Fest, Boo-da Halloween, and the Trail of Lights, and many others.

Action CF-3.3 Support and unify National Night Out events throughout Buda neighborhoods.

National Night Out (NNO) is a crime and drug prevention event held annually in October in Texas. It is designed to heighten awareness of crime and drug prevention; generate support for, and participation in, local anticrime programs; strengthen neighborhood spirit and police-community partnerships; and send a message to criminals letting them know that neighborhoods are organized and fighting back. Several communities in Buda organize NNO events, but they happen independently, not as a cohesive community. Additionally, neighborhoods that have no formal organization typically don't participate. The City of Buda can help make NNO a strong community building event by unifying the event across the City and encouraging neighborhoods that have no formal neighborhood organization to participate.

Action CF-3.4 Establish a Neighborhood Services program to provide support services and materials to neighborhoods to enhance community engagement.

Many small communities that are successful in engaging their neighborhoods do so through a Neighborhood Services Program. These programs are typically designed to provide neighborhoods with resources to increase organization and engagement among the residents. The City of Buda could start with developing a toolkit on neighborhood organization in an effort to promote formation of neighborhood organizations. Toolkits could include sample by-laws or charters for organization, information about engaging the residents, or information on organizing National Night Out.

This program would also be the gateway to communicating with neighborhood and homeowner associations, where the City could publish the Buda Bulletin and post information pertinent to neighborhoods. The City can also take this program a step further, offering direct assistance to neighborhoods in planning neighborhood events, or if the City moves into neighborhood planning, this program would be a gateway into that effort.

Action CF-3.5 Partner with neighborhood groups and other volunteer groups on certain neighborhood maintenance tasks.

Residents of a neighborhood care most about the quality of their streets, parks, and other public spaces more than anyone else in the community. Encourage and support "friends of" or "adopt a" groups within neighborhoods. This can be organized through a Neighborhood Services Program (see CF-4.4). Neighborhoods can similarly organize around their neighborhood streets or parks. Periodically the City can host a citywide "clean up" event where these organizations participate in unity in an effort to perform maintenance tasks on their neighborhood streets and parks.



Objective CF-4 Expand quality communication between City and residents.

Communication is an essential function of governments. It's a way to disseminate information and a sign of transparency of the government. Quality communications is essential to have a well informed and engaged citizenry and a high quality of life in Buda.

Action CF-4.1 Continue to distribute a community newsletter through the utility bill and make it available online.

The Buda Bulletin is a quarterly newsletter distributed through the utility bill and posted online at the City's webpage. It includes a calendar of events and recent information. Continue to produce this newsletter, and consider the possibility of increasing frequency of production to monthly or every other month.

Action CF-4.2 Engage neighborhoods in Buda's ETJ at a high level to promote their future vitality.

Neighborhoods in Buda's ETJ are typically overlooked because they are not incorporated and do not pay taxes to the city for their services. Unfortunately, these communities also tend to decline faster than communities in city limits because maintenance of the facilities tend to fall on the county or a voluntary citizen-run association. Keeping in mind that these communities could one day be a part of the city, engage these neighborhoods so they are strong and vital communities when they are annexed into the City of Buda.

Action CF-4.3 Explore and develop new ways to further increase communication with residents in the City of Buda and its ETJ.

The distribution of information has advanced significantly due to new technology. The City of Buda should evaluate those technologies as methods to increase and improve communication with residents of Buda. Consider improving transparency of City information through social media, video recordings and possible live streaming of City Council meetings, enhanced archival records of meetings to include video recordings, and other technological advancements in communication techniques.

Action CF-4.4 Update the quality of the City's website and improve website management.

The City's website is a vital portal of information for many people - especially as we enter an era of paper-less communication, high mobility, and convenience. The quality of the City's website, including the availability and organization of information about the City, needs to be improved. It is currently a challenge to update the website,

and the availability of information is lacking, making it hard for citizens to easily stay informed. Information that the City tracks with regards to growth, including approval of building permits, site plans, and transportation improvement plans, should be made available to community residents.

Action CF-4.5 Maintain an updated contact list of homeowner associations and neighborhood associations. Increase communication with residents of Buda through homeowner and neighborhood associations.

The City currently maintains a list of homeowner associations, but lack of oversight over this list has resulted in inaccurate and incomplete information. Since contact with neighborhoods is an easy and efficient way to communicate with residents of Buda, it is vitally important that this list be maintained accurately and frequently. A Neighborhood Services Program could help facilitate updating information as board members change and as new neighborhood organizations form.

Objective CF-5 Enhance City of Buda information and technology.

As with communication, technology for operational productivity such as software and technology has also improved. Buda lags behind many communities in the operational tools and security of information they have to use. By enhancing this element of City operations, efficiency and productivity of the City will improve.

Action CF-5.1 Expand operational tools, software, and technology to improve efficiency and productivity of City staff.

Geographic Information System (GIS) would be a valuable tool to keep and manage information about the Buda community, including infrastructure systems, such as roads and bridges, civic facilities such as parks, environmental information, and growth patterns such as recording subdivisions and building permits.

The City currently has GIS information of the infrastructure system maintained by an outside source. Having this information readily at hand will facilitate expediency and efficiency within the City and pertinent departments. This information support makes it easy to coordinate efforts, set priorities, and make cost-effective decisions.

Action CF-5.2 Increase security of City of Buda information by improving the backup and recovery system.

In recent years there have been discussions of the City's sub-par back up and recovery system and the need to enhance it for security purposes. Having secure information is crucial in the event that the system is corrupted or compromised and the City needs to restore information.

Action CF-5.3 Upgrade networking within the City of Buda to improve transfer of information among City departments and staff.

As is illustrated by this comprehensive plan, City departments do not act independently. Many of the day-to-day decisions often require coordination among departments, and often with other public agencies as well. To facilitate the communication among City departments and with other public agencies, upgrade the networking capabilities within the City of Buda.

Objective CF-6 Utilize innovative methods for water and wastewater services and facilities in order to surpass state and federal quality and conservation standards.

Water is a valuable resource - particularly as we face sequential droughts and a growing population. As we grow and move forward into the future, we need to responsibly plan for the provision and use of our water resource. The City obviously recognizes this need, as foreseeable future demand for water is greater than the City's capacity, and the droughts over the past few years have made the community realize the need to more responsibly use water.

Action CF-6.1 Move forward on wastewater reuse program to reduce the use of potable water for irrigation.

The City's Capital Improvement Program identifies funding for a Purple Pipe Program where treated wastewater is used to irrigate public areas and for other non-potable uses. Whenever water is piped from the water treatment facility to wherever its going, the pipe needs to be purple to distinguish the type of water - hence the name, Purple Pipe Program. Continue to pursue this goal of using recycled wastewater for non-potable uses in order to conserve potable water for uses that need it. Moreover, encourage other water/wastewater providers in the area to recycle wastewater for non-potable uses. The Capital Improvement Plan budgets \$975,000 for Purple Pipe Projects.

Action CF-6.2 Support water conservation practices among builders, area employers, and residents.

In conjunction with supporting "green" practices (see Objective EG-5), support water conservation practices among builders, area employers, and residents.

Action CF-6.3 Diversify water sources.

Currently, Buda's water sources are the aquifer and Canyon Lake (through GBRA). Already, the aquifer is becoming a weakened source of water, and as more communities pull from this source and droughts continue, this source will become more unreliable. Buda is also a partner in the Hays Caldwell Public Utility Agency to obtain water from the Carrizo-Wilcox Aquifer, which will further diversify its water sources. It's very important that Buda continue discussions and pursuit of additional resources for water.

Action CF-6.4 Develop a Drainage Master Plan for the Downtown Area and Heritage District (see Future Land Development Plan).

Storm water drainage in the older areas of Buda, including downtown and many of the neighborhoods in the Heritage district, is currently limited to surface drainage rather than gutters. Because of this, the City must be sensitive to the fact that new development - including infill development - will greatly impact the flow of storm water. New developments can easily create flooding in areas that didn't flood before the development. A Master Drainage Plan to study options for storm water drainage should be created for this area to address this issue in order to protect existing properties and developments and to make infill development more feasible in this area. The current Capital Improvements Program includes a Drainage Master Plan budgeted for FY 2012-2013 and FY 2013-2014. (See also DT-7.5.)

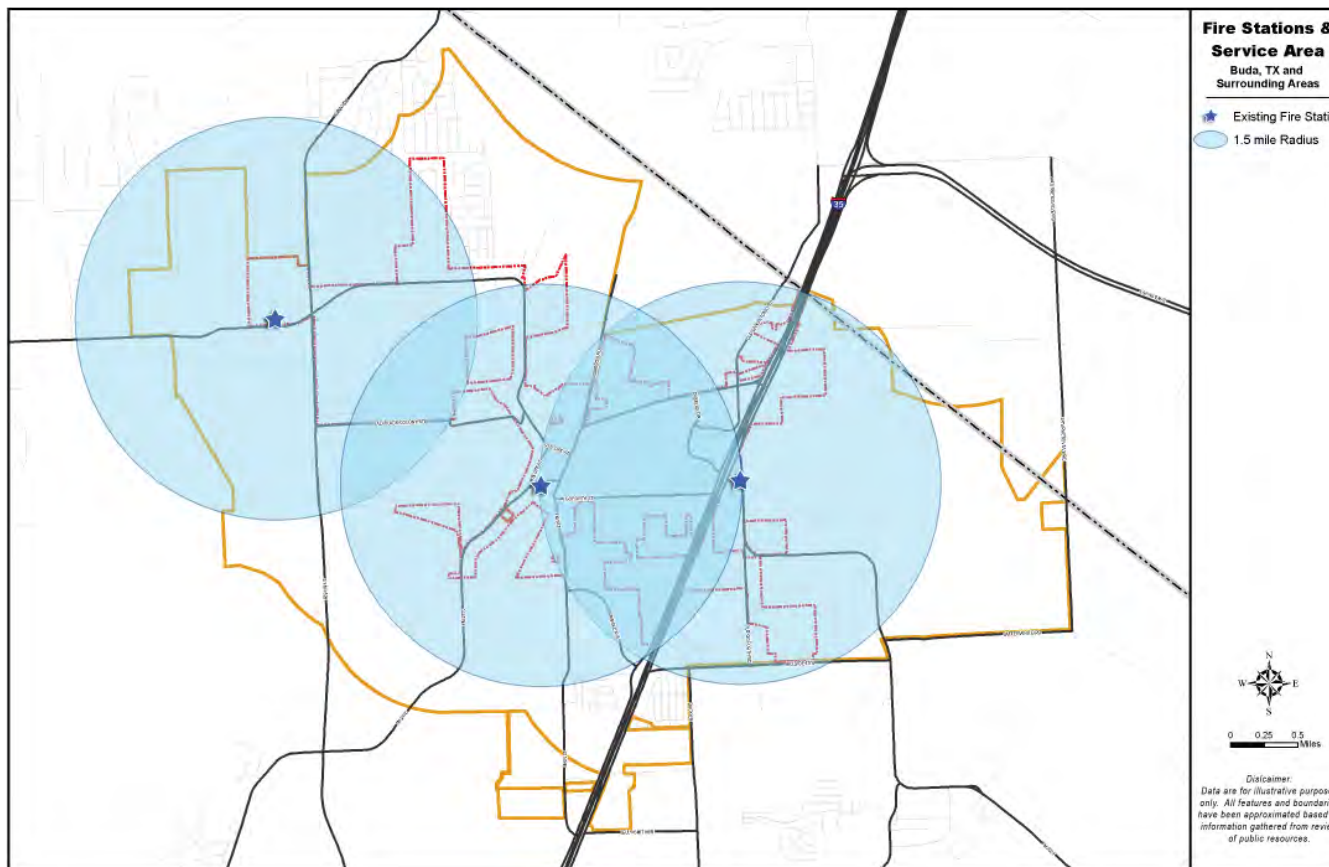




PUBLIC SAFETY

While police services are provided by the City of Buda, fire and emergency services are provided by “emergency service districts,” a separate taxing district that residents of Hays County pay. Serving the Buda area, there are three existing fire stations. The map below illustrates that essentially all of the City of Buda is within a 5 minute response time (1.5 mile radius) of a fire station, with the older portion of Buda, between Main Street and IH 35, in two response zones. However, much of Buda’s ETJ is outside a five-minute response zone, including developed areas to the northwest and far south. In total, the three emergency service stations are staffed by 51 volunteers and career firefighters.

In October 2010 the City of Buda brought police service in-house. There is one police station located in downtown Buda with a police chief, 8 officers, and an office administrator. Staffing the police force for Buda will be a significant challenge for the City in the near future. Not only will Buda need to bring its staffing up to standard to serve its current population, the City will also need to ensure staffing as the City grows as anticipated in the near future.



ISSUES, OPPORTUNITIES, AND FINDINGS

Keeping up with Significant and Aggressive Population Growth

As the population of Buda continues to grow, so does the demand on public safety to provide their services. Overwhelmingly, the citizens of Buda are satisfied with the quality of public service. The City of Buda and Emergency Service Districts will need to work hard to maintain that high quality of service as the community grows.

Separate Service Entities

The Police Department is housed in the City of Buda, while the fire and emergency services are provided by two different "Emergency Service Districts" (ESD #2 and ESD #8). While this is actually quite common in smaller cities, it points to the need to maintain quality communication between the two entities as well as between the ESDs and other City departments.



PUBLIC SAFETY RECOMMENDATIONS

Goal Statement

Buda is one of the safest communities in the nation with a strong and friendly police department, and with mutual respect promotes cooperation and support of area fire and emergency medical services districts.

Objective PS-1 Maintain a high level of public safety through the Buda Police Department, and support ESD #2 and #8 in providing a high degree of fire and emergency medical services for the residents of Buda.

As indicated by feedback from area residents, the Buda Police Department, ESD #2 (which provides emergency medical services) and ESD #8 (which provides fire protection services) can rest assured that they currently provide a high level of public safety, fire and emergency services. While the City of Buda is not responsible for providing fire protection and EMS services, its residents pay for those services through their Hays County Emergency Service District taxes. Residents of Buda have a vested interest in ensuring that the districts are well managed, adequately funded and continue to provide a superior level of emergency services. As Buda grows, maintain that high level of public safety services through facility development, high quality equipment, adequate staffing, strong communication, and healthy partnerships.

Action PS-1.1 As Buda's population grows, develop facilities, acquire the necessary operational equipment, and expand staffing in appropriate areas of the city to maintain a superior level of police services.

Action PS-1.2 Expand operational tools and technology, and increase technical expertise of the Police Department.

Action PS-1.3 Maintain a strong level of communication with Emergency Service Districts.

As the area population grows, communicate with and support Emergency Services Districts #2 and #8 to ensure that fire and emergency response services remain at a consistently high level for residents of Buda. Work with the districts so that City of Buda development standards reflect best practices for fire and emergency services, but that also do not diminish community character. A strong level of communication between the City of Buda and the emergency service districts is necessary for these districts to continue to maintain quality service within the City of Buda.

Action PS-1.4 Establish a partnership between the City's Police Department and area Emergency Service Districts (#2 and #8) to strengthen and promote National Night Out events throughout Buda.

Coordination between the Buda Police Department, ESD #2 and ESD #8 will assist in efforts to provide necessary services at City events, including promoting National Night Out across Buda (see Action CF-4.3), and other events at City Park, Buda Sportsplex, and throughout Buda.



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Greenhouse

DOWNTOWN BUDA

As the original site of the settlement of Buda, downtown should represent the social and economic heart of the city. Daily, it should be thriving with physical activity and commerce. Overtime, the original fabric of downtown - the gridded streets, the commercial strip of Main Street, and the historic residences - has been well protected, allowing residents, business owners, and visitors of Buda to enjoy the quaint and historic downtown.

While the character and heritage of downtown Buda has been kept mostly in tact, today it faces the challenge of maintaining its vitality and position in the growing community. Like most American downtowns, downtown faces decline as both households and retailers look for “newer and better” places to locate. Households look for new and bigger homes, and retailers look to the more heavily travelled corridors, like IH 35.

Today, a handful of businesses and restaurants pepper Main Street, and the City’s government function anchors the center of downtown. A significant amount of land and buildings are vacant, leaving holes in the downtown fabric.

The purpose of the downtown element of Buda 2030 is to identify opportunities for downtown revitalization. Based on conversations with stakeholders and concerned citizens, critical issues were identified. This element presents a toolkit of strategies designed to address those issues and reinstate downtown Buda as the economic and social heart of the community.



EXISTING CONDITIONS

Among the priorities of the residents and stakeholders of Buda is to reinvigorate downtown as a vibrant center of the community.

In 2007, a downtown planning charrette was conducted to discuss the challenges facing the community in maintaining the historic charm and economic viability of downtown Buda. The charrette, which was facilitated by the Capital Area Council of Government, gave participants an opportunity to discuss and identify the strengths, weaknesses, opportunities, and threats to the area, and to graphically envision the future of downtown Buda.

Participants worked in three groups focusing on (1) Land Use & Development Standards; (2) Economic Development; and (3) Sense of Place. These working groups identified some of the primary issues associated with their topic as well as potential recommendations.

After the working group activity, participants formed four groups and were given an aerial of the city and markers and were asked to graphically illustrate their vision for downtown by drawing in needed improvements or writing notations on the aerial. Several key findings from the downtown charrette helped inform the recommendations of the downtown component of Buda 2030. This was discussed in Chapter 3, Community Profile under Existing Studies and Reports. Below is additional discussion of the issues and conditions today.

Limited Destinations

With limited businesses and shopping opportunities, downtown struggles to survive as “THE HEART” of Buda. The existing businesses limit their hours only to peak times to reduce overhead costs. This results in a downtown that is only accessible to patrons certain times and certain days. The non-peak times become dead times, and downtown Buda is a ghost town.

One of the hurdles to improving vitality in downtown Buda is the abundance of vacant and derelict buildings along

Main Street. Not only do these vacant businesses not generate activity in downtown Buda, but their condition continues to decline as they sit empty and neglected, risking deterioration so bad that the only option is to tear down the historic buildings. With several vacant and underutilized properties, there are an abundant of redevelopment opportunities in downtown Buda.

The lack of activity discourages new investment on vacant properties or empty buildings. Investors want to go where the people are, and there aren’t many people downtown on a daily basis. For downtown Buda to succeed, it needs to be full of thriving commercial and entertainment uses, providing activity throughout the entire day and into the evening. It needs to become a destination for residents of Buda as much as it is for visitors to and within Central Texas.

A consensus needs to be developed on dilapidated structures that have lost their architectural and historic integrity over time. The Downtown Charrette recommended that the city create guidelines for demolishing dilapidated structures. These guidelines should identify criteria that allows a structure in the historic district to be demolished.

Market Opportunities

There is a need to expand the economic market for residents, employees, and visitors of downtown. The Downtown Charrette identified the target market for downtown Buda as tourists and weekend shoppers or visitors. Public input also indicated that residents of Buda and employees of Downtown are a significant target market for downtown.

A detailed market analysis of the downtown area will help identify the gaps in the market to identify demand for specific commercial opportunities in downtown.

There are also economic development opportunities to attract tourism to downtown Buda. In recent years, the City of Buda hired a Tourist Director to promote Buda, including downtown. This has helped the advertising of downtown

Buda across Texas, with advertisements in several magazines and events calendars, including Slaughter Creek Reporter, Texas Events Calendar, Texas Co-Op Power magazine, Texas Hill Country Trail Region, Austin-American Statesman, San Antonio Magazine, and online on the City's website as well as on Facebook. Additionally, the Downtown Merchants' Group has been revitalized, which has started First Thursday in downtown Buda and is revitalizing the Farmers' Market in downtown Buda.

Parking & Walkability

An issue that emerged from the downtown charrette is parking. The charrette recommended that additional parking be installed toward the north end of downtown. However, the issue with parking isn't necessarily a lack of parking. A recent parking study completed by the City of Buda indicated that there is a sufficient amount of parking. The problem is that the demand for parking is concentrated in one area because of a walkability issue.

Walkability is generally measured in two ways: connectivity and pedestrian friendliness. Connectivity refers to the ability of people to access the corridor and walk along it. Access should be provided from the surrounding neighborhoods so the residents can walk to the shops, restaurants, and businesses on the commercial corridor. This includes extending sidewalks and even wayfinding into the neighborhood to direct residents to the shops. Street crossing should also be safe and easy. Traffic should be slow, and the pedestrian should be given priority over the car in the design of the street to promote safety for walking. Crosswalks should be highly visible, using paint or textured pavement to highlight the crosswalk for motorists. And finally, the corridor itself should have a sufficient and beautiful place along which to walk.

Pedestrian friendliness, refers to a the experience people have when walking - if there is shade, if there are things to look at, if there is landscaping, etc. Blank walls, empty lots, the sun beating down on you, narrow paths where people

can barely pass - these are things that reduce pedestrian friendliness. Having sufficient space for walking that is "decorated" with streetscaping such as trees, benches, lighting help make a place more pedestrian friendly and walkable. Storefronts that have displays in their window also give pedestrians something to look at and draws them down the shopping corridor.

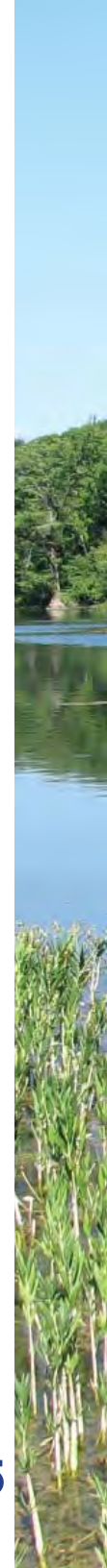
Protecting Historic Heritage While Encouraging Revitalization Efforts

Downtown and Main Street both fall into the Historic Overlay District. The Historic Overlay District includes portions of Old Town and Old Black Colony Road, as well as other individual properties which have been designated as historic by the city. The Historic District is regulated by an overlay district in the UDC, which includes review by a Historic Preservation Commission of any proposed developments or changes to existing properties. According to the HPC, the regulations are vague, with a lot of room for interpretation. A danger in this, as with all development regulations, is that by not having enough guidance, the decisions might be seen as subjective.

There are many opportunities to enhance the historic preservation sentiment in Buda. For one, the proximity of City Park generates an abundance of activity in downtown during the many events throughout the year. The Parks Commission also recognizes that the events are a significant economic driver for businesses and restaurants in downtown.

Moreover, the development code should help protect the historic structures, yet be predictable enough that it encourages growth and redevelopment. It should ensure consistency with the existing character, growth objectives for downtown, and establish and reinforce the relationship between commercial and residential areas.

Specific development guidelines for historic buildings in the historic districts, such as that discussed in the Historic Preservation element (HP-3), will help create a predictable environment for development that promotes the goals



for preserving the history of Buda. Guidelines that are developed should help define the architectural elements of historic buildings that should be preserved and included in new developments so they are compatible.

In addition to historic preservation development guidelines, another useful tool to help guide development in downtown Buda would be a form-based code. A form based code addresses the scale and design of development and the relationships between buildings and the public realm, such as the street and sidewalk. It also addresses the relationship between different uses. This is discussed more in Chapter 7, Implementation Strategy.

Drainage and Flooding

The participants at the downtown charrette discussed the drainage and flooding issues associated with new growth and development in downtown. As new buildings are added to the Main Street corridor, the impervious cover increases and the flow of storm water will be impacted. For new developments, a grading plan that addresses the drainage of the property and the impact on surrounding properties should be prepared by the property owner and approved by the city. New developments should not create any more flooding than what existed, and if possible new developments are an opportunity to help mitigate existing drainage and flooding problems.

Infrastructure Improvements

Several public improvement needs were identified at the downtown charrette, many of which have been addressed since or are currently being addressed. For example, the City of Buda is about to improve the water lines through downtown Buda to increase their capacity and support larger scale developments. Also, visually and audibly screening the railroad tracks has been improved by planting street trees along the corridor, which help buffer the sound and visibility of fast-passing trains.

Main Street still lacks a very walkable and pedestrian-

friendly environment. Sidewalks are narrow and generally lack any streetscaping at all. Additionally, crosswalks of a higher quality and visibility could be installed at points along Main Street to facilitate crossing from one side to the other.

Finally, Railroad Street is part of the CBD, but it needs several infrastructure improvements. Lack of development along this corridor has hindered any commitment for public investment.

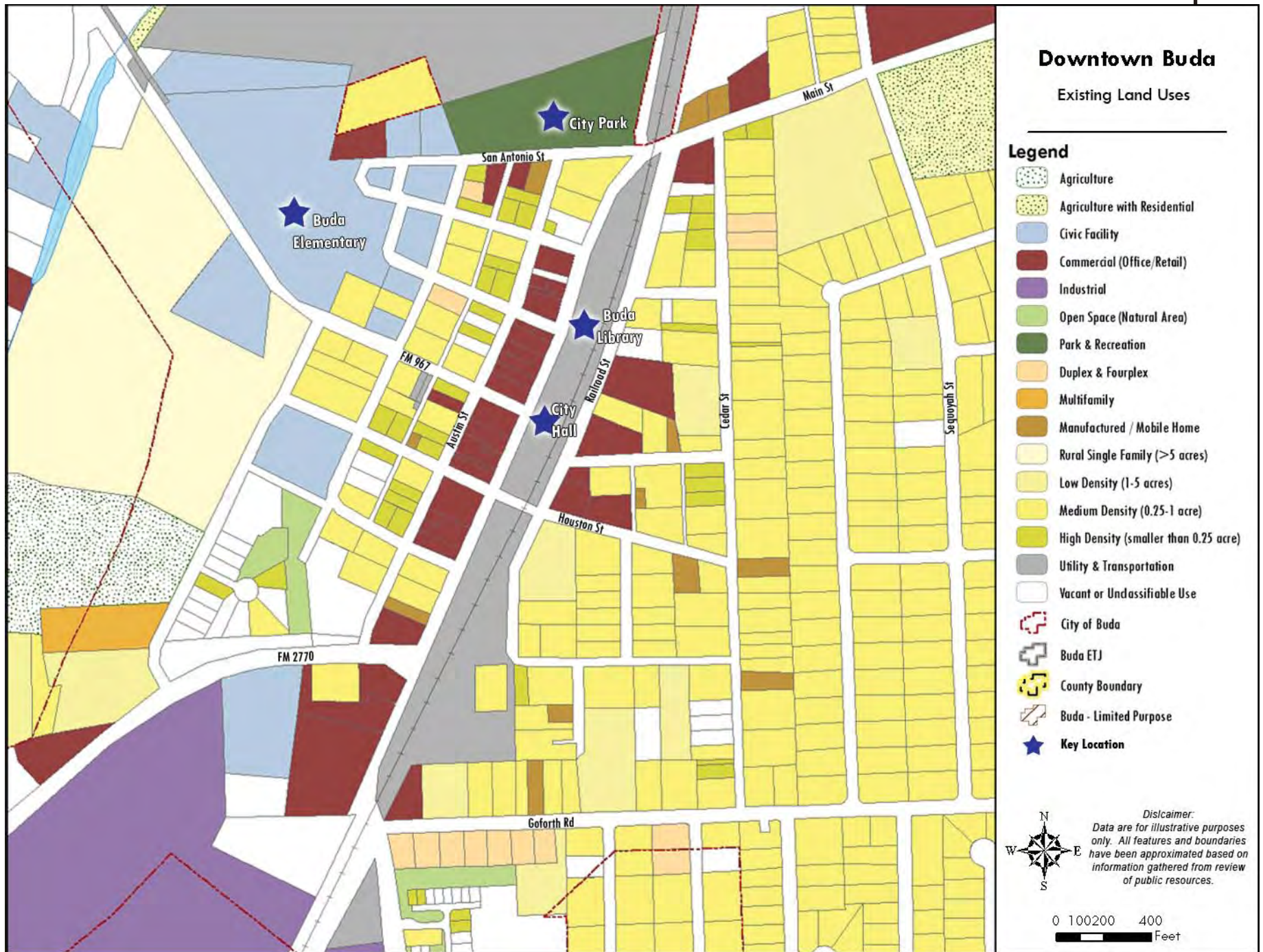
Existing Land Uses and Zoning

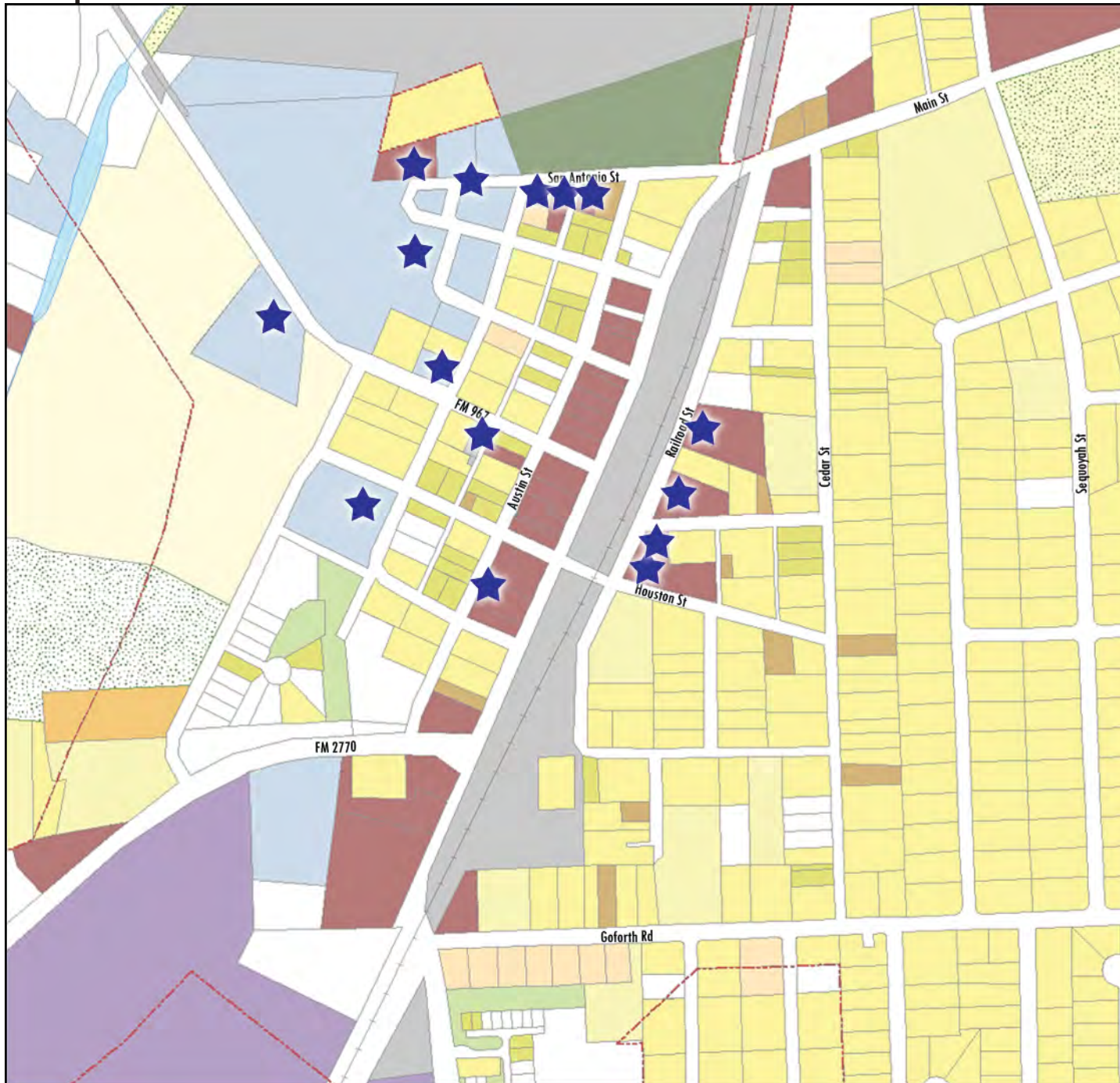
For the purposes of Buda 2030, we considered downtown as both the commercial corridor of Main Street as well as the surrounding residential areas east and west of Main Street. The area evaluated is based on the defined CBD area, the area of Old Town, and the issue of defining and developing the relationship between these two entities.

The majority of land in the downtown area is used for single-family residential; however, there is a mixture of commercial co-existing with residential. Commercial uses are primarily concentrated on Main Street, with several non-residential uses along Railroad Street and in the area west of Main Street. Most of the commercial uses in the residential areas off Main Street or Railroad Street are uses that don't create a lot of nuisance or impact the residential character. Many are also able to operate in the original housing building, preserving the character of the area.

Additionally, there are several properties that remain undeveloped, or that have vacant buildings that represent redevelopment opportunities.

The following page illustrates the existing zoning regulations for the downtown area. Most of the properties in the downtown area are under the Historic Overlay District. Properties along Main Street and FM 967 are also in the Gateway Overlay Zone. A CBD Overlay Zone includes the properties along Main Street between the railroad tracks, as well as properties that front on Railroad Street and on the east side of Austin Street.





Downtown Buda

Non-Residential Uses
Beyond Main Street

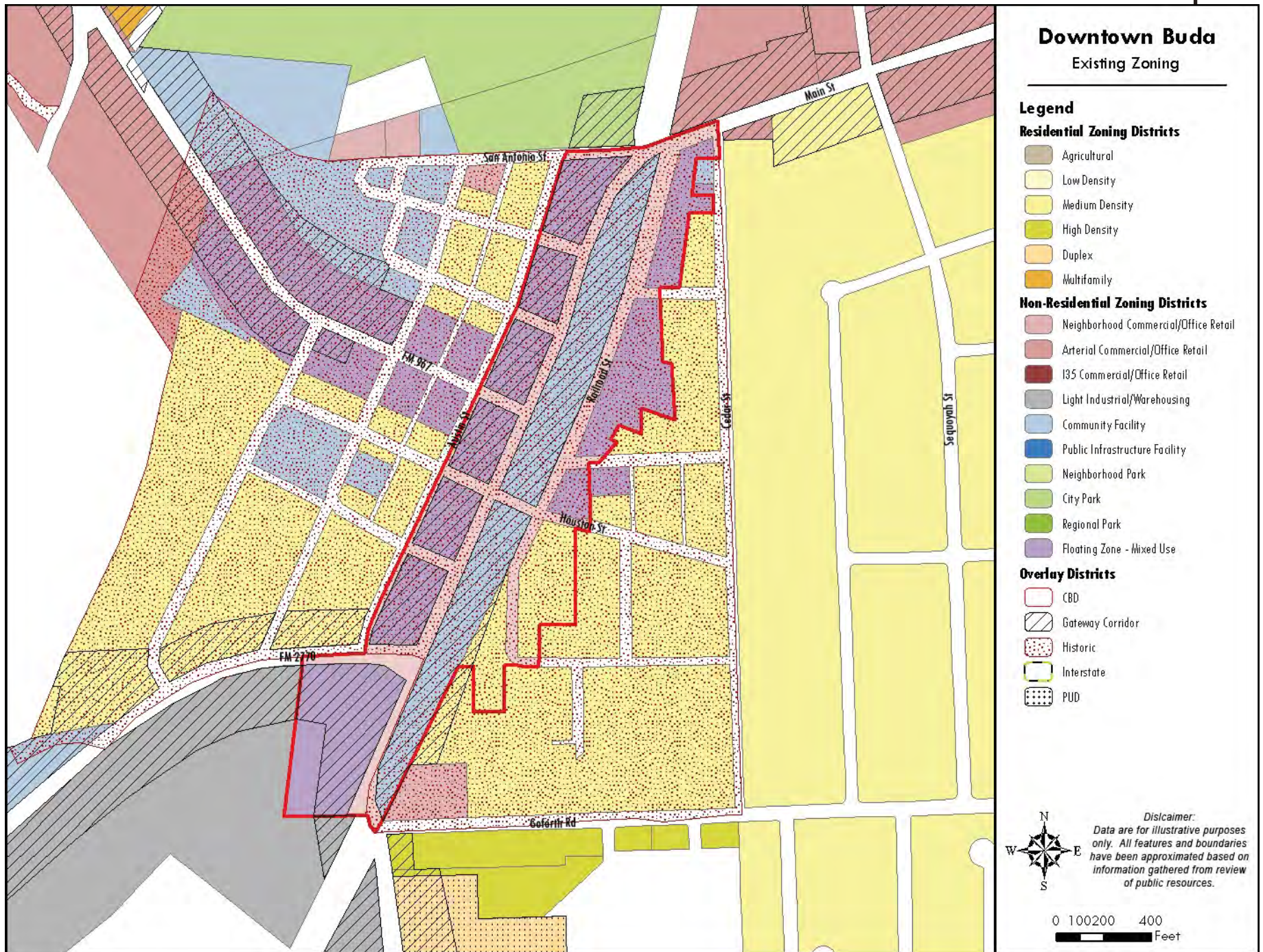
★ Non-residential Establishments

Note: Refer to Downtown Buda: Existing Land Uses map on previous page color reference of parcels.



Disclaimer:
Data are for illustrative purposes only. All features and boundaries have been approximated based on information gathered from review of public resources.

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Feet



KEY CHALLENGES & OPPORTUNITIES

Develop Railroad Street

Railroad Street is part of the Buda CBD, however, development of commercial properties has been slow. Encourage development along this corridor to offer more shopping, eating, and business destinations in downtown Buda.



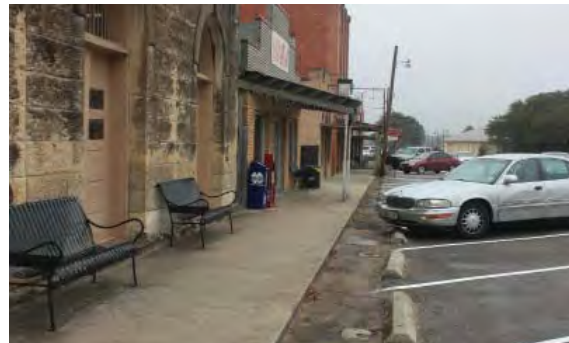
Parking Issues

The issue with parking has more to do with the walkability of downtown than it does with the number of available spots. Focus on making downtown more walkable to encourage people to use the parking lots developed at the southern end of Main Street.



Walkability

Improve streetscaping and the sidewalks along Main Street to create a more pedestrian-friendly environment for visitors to downtown.





Redevelopment Opportunities

There are several vacant buildings and undeveloped lots in the downtown area which are prime redevelopment opportunities. Capitalize on these opportunities by working with land owners to create destinations in downtown.



Preserve Existing Residential

There is an abundance of residential surrounding downtown. Preserve the nature and character of this residential area through historic preservation development guidelines. Additionally, a form-based code will address the relationship between the residential and commercial areas.



City Park

City Park is home to several events a year that draw visitors from across the state and even the nation. Enhance the connectivity between City Park and downtown so that downtown merchants can enjoy the benefits of the visitors to Buda.

DOWNTOWN BUDA RECOMMENDATIONS

Goal Statement

Buda's downtown thrives as the "heart of Buda" with strong economic opportunities and celebrates the city's historical and cultural heritage, making downtown a vibrant place to live, work, and play.

Objective DT-1 Enhance the economic viability of downtown Buda.

Downtown is home to many great businesses that attract several visitors to downtown. Also, downtown thrives during the events that City Park and downtown hosts each year. However, generally speaking, downtown struggles. There simply is not enough day-to-day customer traffic in downtown to attract the critical mass needed to support downtown in the long-term. If downtown Buda wants to contribute to the local economy and compete against the IH 35 and other growing commercial corridors, it must grow economically and make space available for new businesses.

Action DT-1.1 Develop a formal Downtown Master Plan.

Many recommendations presented in this Downtown Element of Buda 2030 will require much more detailed data collection, analysis, and further focused community input. As any small-area plan does, a formal Downtown Master Plan will allow the City to study the downtown area and evaluate issues in much greater depth, include more specific stakeholder input, and make more specific and detailed recommendations for the future.

The Downtown Master Plan should cover the areas of downtown included in the Historic Overlay District (excluding Old Black Colony Road), as well as the properties adjacent to the intersections of Main Street and Rail Road Street (including City Park), and Main Street and Goforth Road. In total, the area to be studied as part of the Downtown Master Plan should include the Main Street and Railroad Street corridors (the Central Business District), the residential areas east and west of these corridors, and the "gateways" on the north and south ends of the CBD. This "defined" area does not suggest that the surrounding residential areas will be incorporated as part of Buda's CBD through the Downtown Master Plan; however, it is critical to consider these areas in the context of downtown to better understand the relationship they have with downtown and their role in the future as it pertains to the vitality of downtown Buda.

At a minimum, components of a Downtown Master Plan should include an inventory of the land uses, including specific business types, and make recommendations as to appropriate housing types and businesses for downtown; an element that identifies opportunities to create and enhance existing public spaces and connect via trails to the larger recreation system of the City; an infrastructure element, evaluating the drainage and transportation facilities in downtown; an evaluation of the urban design framework of downtown, including building form,

streetscaping, and quality of public places; and a review of the development code and design guidelines applicable to the downtown area and specific recommendations to changes of these regulations. As with any planning process, significant public input should be gathered to identify the goals and desires of the residents of Buda to identify and prioritize recommendations.

Action DT-1.2 Adopt the National Main Street Center's Four-Point Approach to revitalize downtown Buda (organize, promote, design, and economic restructuring). As funding becomes available, re-evaluate resources and the need to participate in Texas Main Street Program.

Currently, the Texas Main Street Program does not have any funding to add new cities to the program. However, the National Trust for Historic Preservation makes the Four-Point Approach available to cities to use, even if they don't participate in the State's program. The four components of the Main Street approach include¹:

Organize - Bring all stakeholders and interested parties together and get everyone working toward the same goals so there is effective and ongoing management and advocacy.

Promote - The goal of promotion is to "create a positive image that will rekindle community pride and improve consumer and investor confidence in your commercial district." Promotion includes advertising, retail promotions, special events, and marketing campaigns that help sell the image and opportunities of Main Street.

Design - Design refers to the physical environment of Main Street to make it a safe and inviting places for visitors, residents, and employees of downtown. Design of the physical environment includes that of buildings, storefronts, signs, public spaces, parking areas, street furniture, public art, landscaping, merchandising, window displays, and promotional materials.

Economic Restructuring - Strengthening the existing economic assets while also diversifying its economic base is key to building a strong economic foundation for downtown Buda. This component of the four-point approach focuses on retaining and expanding successful businesses, providing a balanced commercial mix, sharpening the skills of business owners, and attracting new businesses that the market can support.

The four points of the Main Street approach build off 8 guiding principles:

- | | |
|---|--|
| 1. Comprehensive | 5. Identifying and capitalizing on existing assets |
| 2. Incremental | 6. Quality |
| 3. Self-help (mobilized by local leaders) | 7. Change |
| 4. Partnerships | 8. Implementation |

¹ Adapted from National Trust for Historic Preservation. The Main Street Four-Point Approach®. Accessed 7 June 2011 from <http://www.preservationnation.org/main-street/about-main-street/the-approach/>



There is significant concern among the existing residents of Old Town that the pressures for commercial development along Main Street will cause them to be pushed out of their neighborhood and homes. In all efforts concerning the economic viability of downtown, the residents of these surrounding areas must be engaged and their concerns addressed as part of the process.

Action DT-1.3 Continue to support property and business owners and local business organizations in redevelopment and revitalization efforts in Downtown consistent with the vision and plan for Historic Downtown Buda.

With so many development requirements and design guidelines, property owners and businesses can easily be discouraged from investing in the downtown area. Support potential investors who wish to redevelop or revitalize in the downtown area. Provide clarity of the regulations and streamline the process.

Action DT-1.4 Continue a strong marketing campaign of downtown Buda.

To support the merchants of downtown Buda, continue to provide a strong marketing outlet to attract visitors to the downtown area. Establish a strong web-presence for downtown Buda. Provide maps of downtown merchants, restaurants, and parking areas that can be given out at downtown establishments or printed in publications.

Action DT-1.5 Assign staffing with appropriate downtown expertise to oversee implementation of these downtown recommendations.

Because of the unique nature of downtown, a staff person equipped with the necessary knowledge and expertise should be assigned to oversee implementation of the recommendations for downtown Buda.

Action DT-1.6 As Main Street and Railroad Street are developed to their capacity, define areas west of Main Street where certain commercial uses can be allowed to mix with residential housing.

Within the downtown area of Buda, the City's initial emphasis should be on completing infill along Main Street and Railroad Streets. However, increased revitalization of Downtown Buda will mean that interest in converting residential properties to non-residential areas west of Main Street will continue. FM 967 west of Main Street is already zoned for mixed use development, and there are a handful of businesses and non-residential uses in the area that indicate the potential for transition. Furthermore, some non-residential uses are already allowed in residential areas near downtown.

This plan seeks to balance between protecting existing historic neighborhoods west and east of Downtown Buda and allowing for increased businesses in the area. The decision can go in two directions. In one direction, all non-residential uses in core residential areas west of downtown can be restricted (subject to previously vested development rights). This would protect existing residences in the area but might also limit the range of renovation and enhancement investments in the downtown area.

The other direction involves clarifying and clearly defining where and what type of non-residential uses can be located in parts of the existing neighborhoods, and subject to what conditions. As noted earlier, a mix of residential, institutional and non-residential uses already exists in significant parts of the area west of Main Street. This diversity adds to the interest of a downtown area.

There are a number of appropriate uses that can mix with residential and not cause conflict, as described on the box on this page. Clearly defining the area to permit uses that are compatible with existing residential will allow some additional businesses to locate in and near downtown Buda and increase the economic viability of downtown. In all cases, the integrity of the core existing residential areas should be respected, and the type of use that is proposed should be known early in the approval process.

Through a downtown planning process, the City needs to determine which direction to take. It is not intended that the Buda Central Business District grow and consume the residential areas surrounding the existing CBD area. In implementing the second course of action, the City must be careful how it amends the UDC for properties in this area. The zoning and allowable uses should not be of the same intensity that is allowed on Main Street. Uses as well as developments must instead reflect the existing character of the area and have a minor impact on traffic and quality of life as possible. The UDC will need to be amended to regulate the types of businesses that may mix with residential uses in this area west of Main Street and infill development will need to continue to be regulated so that new development and redevelopment will reflect the character of downtown Buda. A formal Downtown Master Plan will help guide this effort by identifying the appropriate uses and regulatory mechanisms that will achieve these goals.

Objective DT-2 Diversify business, restaurant, and entertainment choices in downtown Buda.

Having diversity in the outlets of downtown protects from economic downturns in specific industries and establishes a sustainable economic base. This is as true for downtown as it is for larger scale of economies like the city.

Action DT-2.1 Conduct a market study for the greater downtown Buda to identify target businesses, restaurants, and entertainment establishments.

A market study focused on downtown Buda will help identify the target market industries and establishments that are appropriate for the area and that are in demand in downtown Buda.

Action DT-2.2 Utilize incentives to obtain a diverse mix of retail, restaurant, and business establishments that elevate downtown as a focal point for the Buda community. Ensure that new businesses are compatible with the character of downtown.

Action DT-2.3 Promote civic events in downtown Buda, such as the regional festivals, First Thursday, a farmers market, and other civic events.

Civic events help generate activity in downtown Buda. Continue to support festivals such as those hosted at City Park, First Thursday, the Saturday Downtown Farmers' Market, and others that generate civic participation.

Some non-residential uses are currently allowed in the residential areas of Downtown Buda, as long as a special use permit is granted by the City. However, the standards governing the character and qualities of those non-residential uses need to be more completely spelled out in the City's ordinances. This Comprehensive Plan asserts that allowed non-residential uses should be passive in nature. Examples may include small offices, such as real estate, CPA or law offices, and small bed & breakfast establishments. Common requirements of uses that may be considered are that they produce minimal traffic, noise, and odors, have limited parking needs, have limited hours of operation, and have a building scale that is compatible with other nearby residences. Any application should specifically note the type of use that will be conducted in the building. An example is shown in the image below.



Action DT-2.4 Relax regulations on alcohol sales in downtown Buda.

To allow existing and potential future businesses in the Downtown area to be economically more viable, consider asking the citizens of Buda to allow the sale of mixed beverages within clearly defined areas along major roads in and near Downtown. Consider expanding this to other appropriate areas of the City, such as the IH 35 corridor.

Objective DT-3 Establish a Park-Once-and-Walk policy for downtown Buda.

As much as heat impacts walking, the quality of the physical realm affects the level of comfort for walking even more so. Even in some of the hottest environments, people will walk if the environment is pleasant. Having the right pedestrian facilities and design will therefore affect people's decision to walk.

As discussed earlier, there is a perceived parking problem in downtown Buda. However, the problem isn't that there's not enough parking; it's that people want to park in the same place - in front of their destination. By creating a walkable environment, people will be more willing to park further from their destination and walk. This approach, called a "Park Once and Walk" policy focuses on access to the downtown and its tenants by foot rather than by car.

Action DT-3.1 Establish parking policies and regulations that reflect the desire to have a walkable downtown.

Part of what makes downtowns appealing is the level of activity that occurs OUTSIDE of the confines of an automobile. Hence, downtown Buda should be designed for the pedestrian, not for the car. If design focused on the car, then the downtown would completely lose its character and appeal.

Downtown should be viewed as one destination, not several separate ones. As such, parking should be viewed as provided for the entire downtown area. When we look at each destination individually, then we end up with too much parking, because parking standards are based on peak demand. In reality, different uses have different peak parking times. Therefore, by recognizing this balance of parking demand and adjusting parking requirements by uses, we'll end up with a more appropriate level of parking. In downtown, space is limited. Parcels were divided before the car was a dominant form of transportation, and they weren't sized to include parking. Therefore, meeting parking requirements designed for suburban sized shopping centers tend to hinder and discourage development.

This approach to parking recognizes the desire to create a more walkable environment in downtown. By improving the walkability of the commercial corridor, parking wouldn't be an issue because visitors who need to drive to downtown will be more willing to park further from their destination and walk. This also opens up the opportunity

for other merchants between the parking and the original intended destination. Ultimately, if our focus is truly on improving walkability, then we need to be more focused on whether downtown at large has enough parking rather than hindering revitalization efforts over parking requirements for individual businesses and developments.

Key regulatory amendments to the current parking requirements include:

- * Account for public “off-site” parking, including the parking lots in the greenbelt and on-street parking.
- * Reducing parking requirements in the downtown area for commercial uses.
- * Supporting shared-use parking agreements among businesses.

Action DT-3.2 Where appropriate, allow on-street parking on certain streets beyond Main Street in the greater downtown area.

There are a number of streets that are appropriate for on-street parking that can supply additional parking for the greater downtown area. These streets may include portions of FM 967, San Antonio Street, Rail Road Street, and Austin Street. A detailed study of these streets and properties should be conducted to identify opportunities to install on-street parking along these streets.

Action DT-3.3 Consider adjustments to on-street parking along Main Street to improve the pedestrian realm.

Part of the issue with creating a walkable pedestrian network is the space limitations between the street and buildings. In many areas, this can be resolved by converting angled on-street parking to parallel parking. Angled parking typically requires 16 to 18 feet of the width of the cross section, where as parallel parking only requires eight to 10 feet. By converting these spaces to parallel parking, the city could gain an additional six to nine feet in their sidewalk, in which to plant trees, install lighting, benches, and trash cans, or allow outdoor eating space. Converting these spaces will result in a loss of some on-street parking where it currently exists. However, there are stretches of Main Street and other streets where on-street parking could be striped where it currently is not, adding more parking supply in downtown.

The north end of downtown also has a lack of available parking. This issue is further exacerbated because City Park has limited parking. One option that has been suggested is to construct a parking lot on the Greenbelt. However, this will result in a loss of valuable downtown green space. An alternative would be to widen Main Street between the railroad tracks and Elm and where possible install on-street parking. Furthermore, improving the pedestrian connections between parking lots further south on Main Street to City Park will help encourage people to park further and walk.



Action DT-3.4 Improve Railroad Street to include sidewalks and on-street parking along the commercially zoned corridor.

Railroad Street is currently zoned for commercial and included in the CBD Overlay Zone. However, Railroad Street needs to be improved to support the potential commercial corridor. The roadway is currently a 24' wide, two lane road with ribbon curbing and no sidewalk. Most existing uses are residential that are slowly converting to commercial or non-residential uses. Railroad Street should be improved to the quality of Main Street, with on-street parking, and pedestrian-friendly sidewalks. In order to address drainage on this corridor, the City should strongly consider committing funds to install gutters with future improvements. See also Action DT-7.6 regarding a Drainage Master Plan.

Action DT-3.5 Improve FM 967, from Main Street to Onion Creek to include sidewalks.

FM 967 from Main Street to Onion Creek is zoned for Mixed Use. Given the traffic volumes and character of this roadway, future developments of these properties should include wide sidewalks with extensive streetscaping to promote the walkability of this arterial corridor.

Objective DT-4 Enhance the street realm to a high-quality pedestrian environment that is a safe and inviting place for people to walk, shop, and eat or drink.

As discussed earlier in this section, the physical quality of the public realm is crucial in inviting people to walk, eat, shop, and socialize outside of the confines of their car. This objective identifies opportunities to improve the quality of the pedestrian environment.

Action DT-4.1 Form a continuous retail edge along Main Street and Railroad Street to keep shoppers engaged in the retail environment.

Empty shops and interruptions in the streetscape discourage pedestrian shoppers from moving on to other shops. Promote infill development and the occupation of vacant buildings. The ground floor spaces should be visually open to provide pedestrian interest. Retail uses are the best tenant, with entry ways at regular intervals, display windows, and transparency to the interior of the space. Parking areas should not be allowed in the front yard between a building and street. Additionally, developments should avoid having a "sea" of greenspace in the front yard, removing the interest from the sidewalk. Rather, the UDC should support and even require a build-to-line to ensure that buildings are built up to wide sidewalks next to the street. Interruptions of this retail edge should be minimal, including driveways to access parking areas. To the extent possible, access drives should come from side streets.

Action DT-4.2 Calm traffic on Main Street to improve the pedestrian friendliness of the corridor.

Traffic conditions such as heavy truck traffic, automobile speed, and excessive congestion significantly influence both pedestrian safety as well as the experience. Enhance pedestrian facilities and utilize traffic calming techniques to reduce the impact that vehicles have on the pedestrian experience. This would include installing more visible sidewalks with paint or textured pavement, using bulb-outs to provide more visibility between the vehicle and pedestrian, using raised crosswalks that serve a dual function of a crosswalk as well as a traffic calming device, and enhancing the corridor with street trees, streetscaping, and on-street parking, elements that have an impact on the speed of traffic.

Action DT-4.3 Support efforts to develop an alternative arterial that goes around downtown Buda to reduce traffic that is going through downtown and not to downtown.

Traffic plays an interesting role in downtowns. On one hand, congestion is a good thing. It is an indicator that downtown is a busy, happenin' place. The traffic also means increased visibility for downtown merchants from prospective customers. However, traffic can also become a deterrent to downtown, especially if that traffic isn't destined for downtown and is simply passing through. With growth continuing to the west of downtown, and efforts to further enhance the pedestrian environment over the vehicular environment, congestion will continue to build in downtown. An alternative arterial that goes around downtown will give travellers options, reducing pass through traffic in downtown.

Action DT-4.4 Construct wide sidewalks with pedestrian-friendly streetscape along the entire length of the commercial sides of Main Street and Railroad Street in the downtown district.

Action DT-4.5 Install pedestrian facilities along Houston Street to encourage walking from nearby neighborhoods.

Pedestrian access from the surrounding residential areas needs to be provided to encourage walking from these residents rather than driving.

Action DT-4.6 Where space is sufficient, allow and encourage outdoor seating for restaurants and drinking establishments.

Action DT-4.7 Improve at-grade crossings of the railroad track to make crossings by pedestrians easier.

The UPRR tracks create a divide between the two commercial strips along Main Street and along Railroad Street. To promote connectivity in the pedestrian network between these two corridors, improve pedestrian access across the railroad tracks.



Objective DT-5 Enhance parks, plazas, and other public gathering places to create safe and inviting places for people to gather, relax, and play.

Having places to gather will improve downtown by providing places for public activity, socializing, and even recreation. There are several opportunities to create and enhance the public spaces that exist as well as create new ones.

Action DT-5.1 Implement a master plan for City Park as a signature city park. The area to be planned for City Park should include the existing City Park area as well as the area immediately north of City Park and south of the water treatment facility. Identify and improve space for festivals, such as Budafest, and enhance the park with amenities that appeal to both families and teens.

See Objective CF-2 and P-2.3.

Action DT-5.2 Enhance Greenbelt Park.

Having public gathering space in downtown was a high priority according to public workshops and the citizen survey. At the second public workshop, several attendees identified improving urban public places as a method to revitalize downtown. Moreover, 56% of the respondents to the mail-out survey said public gathering places such as plazas would likely or very likely influence their decision to visit downtown Buda more often.

The Greenbelt Park is currently developed only with a sidewalk and gazebo. Further develop Greenbelt Park to become a great public gathering place. Develop a water feature and install public art on the property area. There's also the possibility to develop an interpretive element at a water feature referencing the City's well adjacent to the property. Any additional changes to the Greenbelt Park ought to be done in the context of an overall Downtown Master Plan.

Action DT-5.3 Strengthen the connection between City Park and downtown Buda.

City Park has enormous impact on the activity in downtown Buda. The connection between the park and downtown should be strong, with wide sidewalks, streetscaping, wayfinding signage, and high quality street crossings. This will help support and encourage walking between the park and downtown, supporting the park-once-and-walk policy as well as possibly alleviate some of the parking issues at City Park.

Action DT-5.4 Increase the number of trees along the railroad corridor to buffer and dilute the volume of passing trains.

In the past, Buda has planted several trees to buffer the noise and screen the visibility of the rail corridor and passing trains. Continue to increase the number of trees along this corridor, including on the side of Railroad Street.

Action DT-5.5 Incorporate “urban trails” through downtown to connect to a citywide trail system (see Parks and Recreation).

Creating a strong pedestrian network in downtown will serve as an “urban trails” component of a citywide trail network. As the trail network is developed, provide connectivity from downtown and downtown destinations to the trails along Onion Creek. See also Objective P-3.

Objective DT-6 Strongly facilitate infill development and redevelopment in downtown Buda.

Infill development and adaptive reuse or redevelopment of existing structures will be crucial in many of the objectives already mentioned, including expanding the economic base of downtown as well as creating a continuous retail edge along the commercial corridor. Moreover, there are a number of redevelopment opportunities within the neighborhoods surrounding the commercial corridor that will help increase the residential base of this area. Supporting infill development will also more efficiently utilize the existing water, wastewater, and transportation infrastructure that is already installed, rather than spending money to extend it to sites not yet served.

Action DT-6.1 Prioritize converting vacant and underutilized properties within the greater downtown.

Work with the Economic Development Corporation, property owners and developers to make downtown a priority for infill development. There are several vacant properties within the Old Town residential areas as well as the commercial corridor that can accommodate new households or businesses on land that is already served by public infrastructure. Moreover, there are several sites throughout Buda that are located in major commercial corridors or development areas which are under utilized or vacant. Development of these properties will increase the tax base and generate additional revenue for the City and EDC.



The City and Economic Development Corporation can be key players in helping these properties develop. The City and EDC should work proactively with property owners of these sites to encourage development of their properties. See also EG-1.7.

Action DT-6.2 Acquire tax title lots and use as incentives for desired infill development.

In conjunction with the Housing element (Objective H-2 and H-6), infill development can be promoted through the use of tax-title lots, which are properties that are acquired by the county through tax delinquency. Work with Hays County to use tax-title lots as incentives to infill development by transferring them to private developers in return for development of the property in a manner that conforms to the character of the area and vision and goals of the community.

Action DT-6.3 Anchor the ends of Main Street to encourage pedestrian movement along the stores.

The existing CBD stretches along Main Street between the two points where it intersects the UPRR tracks. At the two ends are properties that can be developed as anchors to draw pedestrian movement between them. City Park should be improved as recommended in this plan in the Parks, Recreation, and Open Space element. At the southern end of the corridor, support redevelopment of the Old Cotton Mill property as a mixed use development incorporated with a civic center. This site is also a good location to incorporate a new public library and meeting space.

Action DT-6.4 Work with property owners to create a master redevelopment plan of the Old Cotton Mill property at South Main Street and West Goforth Road.

The Old Cotton Mill site is situated to be a south-end anchor to the downtown area. Potential development of this site could include a mixed-use development with a new library, community center, and public space. Engage the property owner and pursue partners to maximize resources in this venture. While the floodplain maps do not show it in the floodplain, the property owner says there have been cases of flooding of this property as well as nearby properties. A flood analysis of the site needs to be conducted as part of the development process.

Action DT-6.5 Assist in creating a master redevelopment plan for the former Post Office Building.

The old Post Office site is another property that has been vacant for a long period of time and which is a prime candidate for redevelopment. Engage the property owner and pursue partners to maximize resources for this redevelopment opportunity.

Action DT-6.6 Revise zoning and land use policies to support denser housing and mixed-use development types in the downtown district.

Currently the dominant housing type in the downtown area is single-family housing. Encourage a diversity of housing types, such as townhomes or garden homes, by amending the UDC to allow these housing types to “mix” in the residential areas. Furthermore, allow housing over retail or commercial along Main Street and Railroad Street in mixed-use developments.

Objective DT-7 Create policies that support downtown enhancement.

In order to affect real revitalization of downtown Buda, support needs to extend beyond the efforts of the downtown merchants and be reflected in the policies of the City of Buda. Ensure that the UDC and policy decisions from City Council and the appropriate boards and commissions support the goals and vision for downtown Buda.

Action DT-7.1 Develop design-oriented development regulations to achieve the desired development types for downtown Buda.

Downtown Buda is an excellent candidate for form-based code, a type of development regulation that more strongly emphasizes the physical form of the built environment than conventional zoning. Form-based codes also better address the relationship between the commercial and residential elements of downtown.

Action DT-7.2 Create a unified identity for downtown Buda by constructing a gateway at the entries of downtown, common streetscaping elements along the public realm of the street, and special internal signage unique to the historic character of the downtown district.**Action DT-7.3 Dedicate CIP funds to help finance downtown infrastructure improvements.****Action DT-7.4 Consider establishing a Public Improvement District or other financing structure to help support revitalization efforts in downtown Buda.**

To supplement funding available from the general fund or capital improvements program, establish a financing structure to provide additional funds to support revitalization efforts in downtown Buda. Many downtowns across the state of Texas have utilized a PID to help generate funds to support revitalization efforts. Tax Increment Finance Districts are another option; however, those tend to work better for areas that are not developed. Both mechanisms can help dedicate funds to the downtown area, but in different ways. See Chapter 7, Implementation for a more

detailed discussion on these tools.

Action DT-7.5 Develop a Drainage Master Plan for the Downtown Area and Heritage District to promote infill development.

Storm water drainage in the older areas of Buda, including downtown and many of the neighborhoods in the Heritage district, is currently limited to surface drainage rather than gutters. Because of this, the City must be sensitive to the fact that new development, including infill development, will greatly impact the flow of storm water. New developments can easily create flooding in areas that didn't flood before the development. A Master Drainage Plan to study options for storm water drainage should be created for this area in order to protect existing properties and developments and to make infill development more feasible. The Capital Improvements Program identifies a Drainage Master Plan for the entire City, with funding budgeted for FY 2012-2013 and FY 2013-2014. (See also CF-6.4.)

HISTORIC PRESERVATION

Buda has the second largest concentration of historic structures in Hays County, many of which are located along Main Street in downtown Buda.¹ These historic buildings form the foundation for the Historic District.

The Federal Historic Preservation Act of 1966 gave communities the power to protect these cultural artifacts. Preservation efforts were focused on integrating these historic resources into the community. The Texas Local Government Code also authorizes municipalities to engage in the “protection, enhancement, and perpetuation of landmarks or districts of historical and cultural importance.”²

Historic preservation is an effective economic development tool, especially as it relates to reinvestment, tourism, and job creation related to building rehabilitation. Historic designation has also shown to have a positive impact on property values and the quality of a neighborhood. Moreover, historic preservation promotes the sense of place, identity, and community by protecting these cultural resources.

However, historic preservation should not be viewed in the light of preventing growth. In fact, quite the opposite occurs. Historic preservation is a mechanism through which a community can grow and modernize without jeopardizing the cultural and historical authenticity of Buda. The Historic Preservation element of Buda 2030 focuses on promoting preservation of Buda’s historical and cultural resources in a manner that enables growth, economic development, and quality of life.

¹ San Marcos has the largest concentration of historic structures in Hays County. Source: City of Buda Comprehensive Plan, 2002-2012

² Taken from the Texas Historical Commission’s *Model Historic Landmark and District Zoning Ordinance*.



ISSUES, OPPORTUNITIES, AND FINDINGS

Advances Since the 2002 Comprehensive Plan

Many of the actions recommended in the previous comprehensive plan have been accomplished, indicating a sense of priority for historic preservation among Buda's citizens. Some of these accomplishments include:

- * developed a historic preservation ordinance
- * created a historic commission
- * utilize incentives for improving and maintaining historic structures (through the Buda Improvement Grant)
- * designated a downtown district and sign ordinance

Vacant Buildings Hinder Historic Preservation Efforts

Although significant steps toward protecting Buda's historic resources have been made, historic preservation has not been as effective as it could be in Buda. There are many vacant buildings and undeveloped lots in downtown Buda which indicate a lack of understanding of the value or importance of participating in the vitality of downtown. By being allowed to significantly deteriorate, these vacant buildings hinder revitalization efforts.

Limited Resources to Guide Decisions for Historic Preservation

Historic preservation is sometimes seen as a hindrance to growth and economic development because of the lack of guidance in decisions for historic preservation. Without historic preservation guidelines, property owners don't have the tools to understand how to develop their property. Moreover, without the proper guidance and resources, decisions are often subjective. This atmosphere of unpredictability and the lack of tools to carry out good historic preservation can easily deter property owners from investing money into historic building renovations or developments in historic districts.



HISTORIC PRESERVATION RECOMMENDATIONS

Goal Statement

Buda protects its history and unique character by preserving its historic properties while affording opportunities for economic development and facility improvement.

Objective HP-1 Preserve and protect Buda's rich heritage.

Since 2002, Buda has made a significant accomplishment to preserving Buda's heritage by having the downtown Buda Historic District added to the National Register of Historic Places. Having this recognition helps the City and this district obtain policy support and funding to move forward on other efforts to further promote historic preservation.

Action HP-1.1 Develop a Historic Buda education program.

Work with the Buda Public Library, Hays CISD, YMCA, and Tourism Department to establish a cultural program that educates and celebrates Central Texas and Buda's cultural and historic heritage. This program can be operated out of a larger library and education facility, as well as possibly incorporated into Hays CISD curriculum or the YMCA's after school program. This action will require additional civic space and resources to accomplish. (See also CF-4.1)

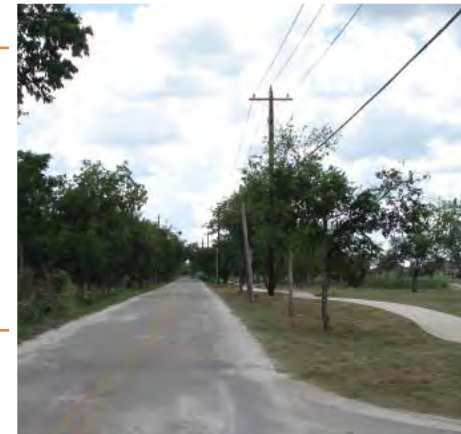
Action HP-1.2 Promote the historic nature of Old Black Colony Road.

The City of Buda identifies Old Black Colony Road as a historic district. Enhance this corridor by developing a heritage trail with interpretive signage highlighting these historic and cultural amenities.

In addition, transportation needs for the city may require Old Black Colony Rd be widened to provide an east-west connection across this portion of the city to FM 1626. Any improvements to Old Black Colony Rd should reflect the historic significance of this roadway.

Action HP-1.3 Support historic and cultural tourism efforts.

The historic and cultural amenities of Buda will support tourism efforts by the City. Support these efforts in recognition of the economic impact of these resources.



Old Black Colony Road near
Whispering Hollow

Action HP-1.4 Enhance historic elements of the public realm in downtown Buda through streetscaping and development code.

The authentic historic elements of downtown Buda should be protected and even enhanced through the development code and commitments to streetscaping and other street enhancements.

Action HP-1.5 Improve the gateway corridor into downtown Buda along Main Street from IH 35.

Reinforce the historic district by creating a signature gateway into downtown Buda along Main Street from IH 35. A gateway at both the north and south end of Main Street will create a symbolic entry into the historic district that creates a sense of arrival.

Action HP-1.6 Continue to seek historic designation on historic structures in Buda based on Department of the Interior standards.

In 1992 a survey of historic properties in Buda was conducted. Review and update this survey. When complete, seek historic designation of these properties. Where groups of historic structures are identified, consider seeking designation of a historic district.

Action HP-1.7 Heavily promote the use of the EDC's Buda Improvement Grant to encourage renovation of historic properties.

The Buda Improvement Grant (BIG) uses money generated through the EDC to assist property owners with historic preservation improvements to buildings of historic properties. Currently, the grant may only be used for improvements that are visible from the outside. Expand the allowable activities to include renovations to the building's interior (or non-publicly visible) that relate to improving the safety of the building, such as structural integrity, fire hazards, or electrical or plumbing issues.

Objective HP-2 Encourage the preservation and enhancement of Buda's unique character among citizens and private land owners.

In the past decade, Buda has adopted ordinances to guide development of historic properties and properties in historic districts in order to manage activities affecting historic buildings and the historic districts. However, the City's actions should not place undue burden on individual property owners. In fact, in order to ensure effective implementation, the City should not hinder property owners with the responsibilities of improving and maintaining historic structures. Too often, onerous regulations and costs prevent owners from pursuing renovations of historic buildings. Incentive programs encourage owners of historic

properties to improve and maintain their buildings. Assistance can also take the form of waiving certain fees or streamlining the approval process. Also, providing publications that explain the goals and expectations of historic preservation can help encourage historic preservation. Education about the significance and value of Historic Buda as well as historic preservation in general is crucial for successful implementation of this component.

Action HP-2.1 Enhance public awareness of the benefits of historic preservation.

Increasing public awareness of historic preservation will lead to increased appreciation and support for the preservation of historic properties. This will further lead to support for policy and efforts for historic preservation, enabling Buda to achieve its preservation goals. Task the Historic Commission to identify viable, coordinated, preservation education outreach programs. Some existing opportunities include increasing the visibility of historic preservation during Preservation Week and Month (in May), creating an interpretation plan of historic sites to educate the public, and developing elementary, secondary, and post-secondary programs to teach about Buda's historic resources (see Action HP-1.1).

Action HP-2.2 Develop publications and documents that provide guidance to owners of historic properties and property owners in the historic districts, including information about the overlay ordinance, benefits of owning a historic property, tax benefits, and information on how to maintain or repair historic buildings.

Education of historic preservation should also target property owners, who are often unaware of the economic benefits of owning a historic property. Moreover, the current City development code can be an onerous and confusing document, leaving property owners confused and discouraged from moving forward on renovation projects. Encourage historic preservation efforts by providing materials to property owners and business tenants on the benefits and how-to of restoring and maintaining a historic property.

Objective HP-3 Provide adequate resources to guide and support design review of historic properties.

Without the proper guidelines and knowledge, it's easy for historic preservation to become a road block to growth and development. Decision makers may not have clear guidelines on which to base their decisions, and the atmosphere of unpredictable or subjective decision making may discourage property owners from investing time and money into efforts. The City and community needs to encourage appropriate infill development within the historic district so these neighborhoods remain strong viable parts of the city. This objective and the following actions seek to establish clear guidelines for historic preservation and equip decision makers with the tools necessary to make these decisions so that there is a predictable environment for historic preservation.



Action HP-3.1 Amend UDC to provide more specific design standards for renovations or redevelopment of historic properties in Buda and properties in Buda's historic districts.

Many communities across the nation have created standards to guide renovations to historic properties or new developments in historic districts based on those provided by the U.S. Department of the Interior. They tend to speak to how properties should adhere to and enhance the character of the environment. However, these national standards are very vague since character is different in each community. Buda has adopted the national standards, but that has only created an atmosphere of unpredictability. The guidelines for historic preservation need to be modified to reflect Buda's character, and should allow for flexibility in adapting historic buildings.

Having specific design standards provide a basis for making decisions about the appropriate treatment of historic resources and compatible new construction. They will provide guidance to property owners in understanding the historic character of the buildings and environment in which they live as well as to members of City staff and the Historic Commission to make decisions on submittals for property renovation or development. These guidelines will create predictability in the decision making process, encouraging land and building owners to embark on these improvements.

Action HP-3.2 Enhance knowledge and expertise of City staff and Historic Commission members of historic preservation resources and technical assistance.

Periodically train the Historic Commission and City staff on the guidelines for historic preservation and resources to assist with preservation and adaptive reuse efforts by private property owners. Educate members of the Historic Commission on design guidelines (See HP-3.1, when adopted). Also, equip the historic commission and appropriate City staff with the knowledge of resources for property owners. This will make these persons informative and resourceful to the local community in efforts to promote preservation of historic properties.



FUTURE LAND DEVELOPMENT PLAN FOR BUDA

The Future Land Development Plan (FLDP) provides a map indicating future land development preferences and guidance to City staff, elected officials, the public, and private developers on why and how land should be developed and used for certain areas of the community.

So how do the Vision, Guiding Values, and Goals of Buda 2030 influence the way Buda is developed? That's what the FLDP works to accomplish. While the City of Buda can act, encourage, and make decisions about how it operates and the programs it provides, it has limited capacity to influence the private development community. The primary tool the City has to directly influence how Buda grows is through development regulations. The FLDP makes the leap from protecting character, environment, connectivity, livability, identity, culture, and so on to having that reflected in the built environment.

The Future Land Development Plan does not constitute zoning regulations or establish zoning district boundaries. The FLDP is intended to provide guidance for making decisions on zoning regulations and zoning district boundaries.

How is the FLDP formed?

The FLDP is different from the typical future land use plans/maps in that it is not based on use. Use-based land use planning tends to create isolated uses with little or no compatibility with the surrounding community, creating a segregated and disconnected pattern of development. This goes against every goal of Buda 2030 and of the Buda community.

Rather, the FLDP focuses on the attributes of different areas of Buda and lets that be the driving factor in how land is developed rather than how it is used. This results in a “character district” approach where existing conditions and environmental factors influence the appropriate development patterns and types, and sometimes uses for different areas of the city. This approach better relates the goals and guiding values of Buda 2030 to land use by involving urban design, compatibility standards, and connectivity.

So, what happened to use?

Use hasn't been dropped from the FLDP. Rather, development character or patterns are emphasized over use. So why is use not emphasized as much in the FLDP? Use is de-emphasized because in many cases it's not as important as the character of development.

Buda 2030 uses a character district method to encourage a greater mixture of compatible uses in proximity to each other, but developed in a manner that enhances the overall community of Buda. Within these districts, Buda 2030 has identified potentially compatible and incompatible land uses. For example, in the industrial area, business parks and related developments are compatible with industrial uses, but residential is not. Likewise, in mixed use districts, restaurants, coffee shops and professional offices may all mix with apartments and townhomes.

What are the components of the FLDP?

The FLDP is comprised of three primary components:

General Land Development Policies reflect the Guiding Values that were developed through public input and that represent the goals of the community (see Chapter 4). These are general statements meant to guide decisions in all areas of the city and to promote the overall vision of Buda.

The entire planning area is divided into one of six **Character Districts**. These districts are based on the existing environmental characteristics and existing use of the land.

Overlaying these Character Districts are five types of **Mixed Use Nodes**. The type and location of each node is based on the Character District, the surrounding development. These nodes differ primarily in density, but also somewhat in appropriate uses within the nodes.

GENERAL LAND DEVELOPMENT POLICIES

General land development policies are general statements that reflect the Vision, Guiding Values, Goals, Objectives, and Actions of Buda 2030. They apply to all land development decisions, regardless of what Character District or Mixed Use Node the property is located. They are intended to provide general guidance on decisions related to land development.

Growth Management

1. New developments must be compatible with existing development and community character.
2. New development must maintain the small-town character, look, and feel of Buda.
3. Construct infrastructure in appropriate corridors and growth areas as identified in Buda 2030.
4. New development must occur in a fiscally responsible manner.
5. Direct development within the existing incorporated area and where infrastructure already exists.

Environmental Protection

1. Preserve and protect creeks, rivers, waterways, and floodplains.
2. Preserve and protect the quality of surface water and ground water resources and other hydrologically-active areas.
3. Cooperate with area governmental entities to ensure sufficient water quantity and quality.
4. Seek public acquisition of open space or develop conservation development options for areas of environmental sensitivity.
5. Preserve and protect air quality.
6. Protect agricultural and ranch lands. Work with land owners who are interested in conservation easements or transfer of development rights.
7. Promote and incentivize water conservation practices.
8. Promote dense, cluster development in order to protect natural features.

Economic Development

1. Seize economic opportunity along IH 35 and along major arterials.
2. Promote quality development that is compatible with neighboring areas.
3. Promote development that is consistent with community character.
4. Enhance downtown as economic development component for area residents and visitors.
5. Promote economic development consistent with other goals, objectives, and land use policies.
6. Promote sustainable and efficient business practices.
7. Promote businesses that diversify the Buda economy.

Housing

1. Provide housing options for all stages of life and all income levels within Buda.
2. Improve existing housing stock.
3. Ensure safe housing construction.
4. Ensure housing is compatible with existing neighborhoods and land uses.
5. Promote sustainable and efficient housing developments.

Parks and Recreation

1. Connect existing and future parks.
2. Ensure maintenance and safety of parks and recreation resources
3. Provide open space, parkland, trails, and recreation opportunities in proximity to the maximum number of residents possible.
4. Use linear open space along creeks and floodplains for trails as a way to provide connectivity throughout Buda.



Transportation

1. The design of streets should reflect the character of the community and surrounding environment.
2. Provide more east-west connectivity.
3. Reduce truck traffic through downtown and encourage alternative routes south of downtown.
4. Provide for safe and ample pedestrian connectivity throughout new and /or existing developments.
5. Provide for safe options in travel, including walking, bicycling, automobile, and mass transit.
6. Improve access across and under IH 35.
7. Ensure that streets and thoroughfare networks are designed with a focus on interconnectivity to provide ample, safe, and appropriately-scaled access throughout and between neighborhoods and to commercial areas.
8. Ensure that appropriate levels of parking are provided for commercial, office, and retail developments in a way that does not deter ease of pedestrian access or compromise the character of the development and surrounding area. Don't "overpark" if not necessary.
9. Utilize safe and integrated access management.

Urban Design

1. Encourage and provide incentives for mixing land uses.
2. Establish neighborhoods as the primary organizing element, each including civic spaces, access to commercial districts, connectivity, and a variety of housing densities and types.
3. Develop compatibility standards for adjoining land uses (e.g., transition zones).
4. Develop streetscape design criteria to ensure safe and desirable pedestrian access and community attractiveness.
5. Utilize design criteria to regulate physical and aesthetic characteristics of the built environment to emphasize the visual integrity of the community.

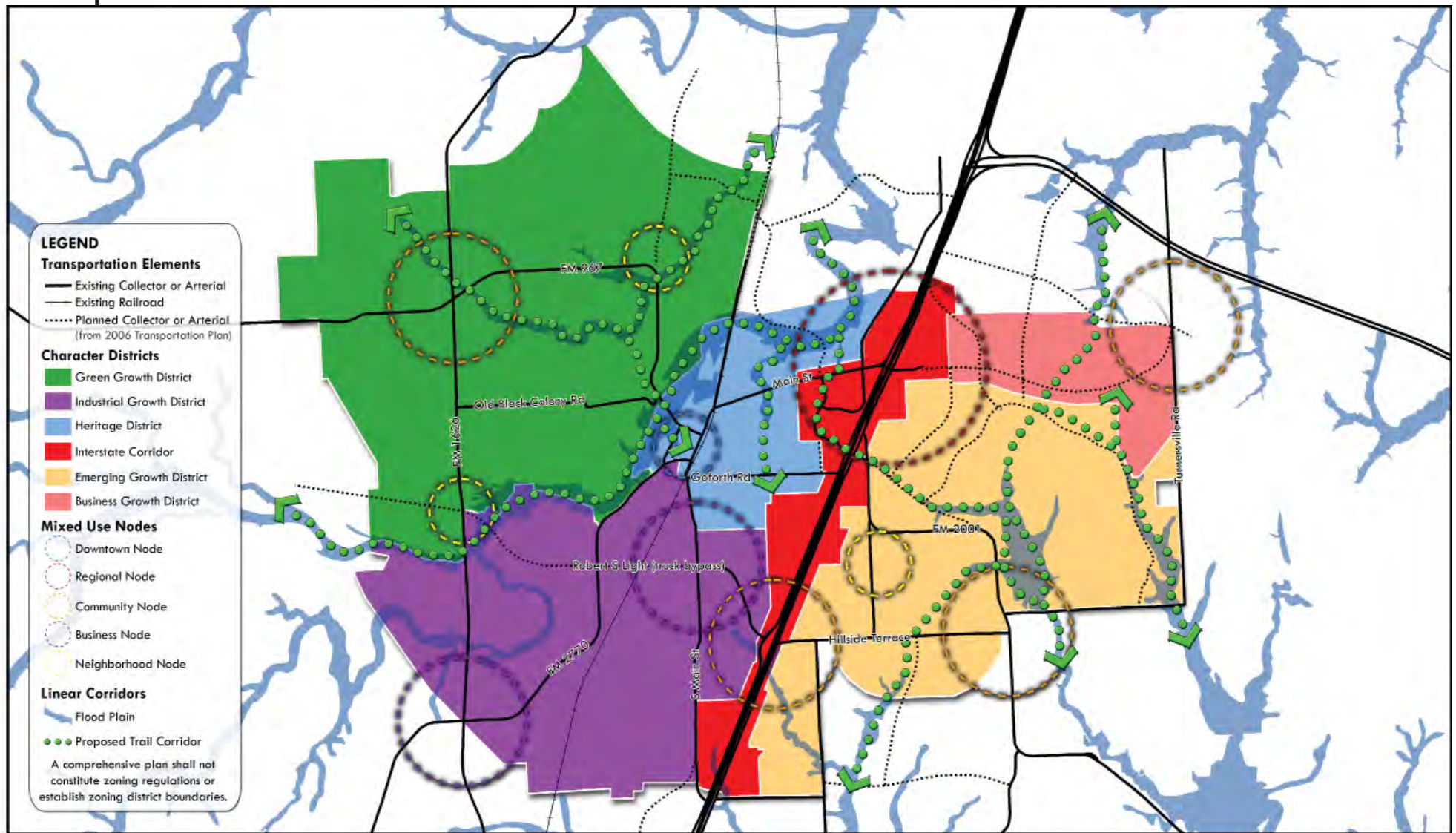
6. Signage should not detract from the visual integrity of the community.
7. Lighting associated with signs, parking lots, or any development should not pose a safety, environmental, or aesthetic concern, particularly as it relates to the impact on existing or new residential development.
8. Neighborhoods should be designed with a high level of connectivity to provide options in transportation routes as well as promote alternative choices in modes of transportation such as walking or bicycling.

Civic Facilities

1. Civic buildings and spaces should be given accessible, prominent sites.
2. Schools - particularly elementary schools - should be the physical and social center of a neighborhood or group of neighborhoods and located within safe and easy walking distance from the maximum number of dwelling units possible.
3. Civic facilities should be accessible to the public.

Historic Preservation

1. Preserve and enhance historic areas throughout the city.
2. Preserve the community character.
3. Use history to promote tourism and economic development.



Buda Future Land Development Plan

CHARACTER DISTRICTS

The following Character Districts provide specific principles of development patterns, urban design, and planning that supplement the General Land Use Policies. Every tract of land within the study area falls within a unique character district because of various cultural, environmental, land use, or infrastructure issues. Specific principles have been applied that reflect the unique qualities of each district and protect and enhance their attributes. Six Character Districts have been identified.

Green Growth District

The goal of the Green Growth District is to balance growth and transportation pressures while protecting the environmental assets and maintaining the natural character of the district.



The Green Growth District is characterized primarily by the environmental sensitivity and natural features of this area. Large heritage trees dot the landscape, and Onion Creek and Garlic Creek meander through the district, carving hills and texture into the land and creating view points and vistas. Significant portions of the district fall within the Edwards Aquifer Recharge and Transition Zones, and development and activity in these areas can impact water quality.

Development has historically been low-density and rural in character, with homes on very large lots. In recent years, agricultural land has transitioned into mid to high-priced single-family subdivisions on smaller lots, with prices reflecting the challenge of developing in this district. The shallow Edwards Limestone formations make this area highly vulnerable to subsurface contamination from aggressive development and faulty sewer lines or on-site septic systems.

There is currently limited access to this part of Buda, with most traffic coming from IH 35 and using one of two east/west arterials. These arterials are at capacity and no longer



Environmental and cultural resources of this area need to be protected.

Image Sources: Halff Associates, Inc.



In a conservation, or cluster, subdivision, development is clustered in order to preserve land.

Image Sources: archone., <http://archone.tamu.edu/college/news/newsletters/spring2008/stories/tabbSerenbe.html>; [www.photobucket.com / danni123](http://www.photobucket.com/danni123)



New developments should conform to the character of existing development.

Image Sources: JSW/D Architects, William Helsel; Halff Associates, Inc.



sufficient to carry the traffic as they are currently designed. FM 1626 is emerging as a major gateway into Buda. As improvements to this roadway north toward Austin occur, it will only become more of a gateway.

Purpose

The purpose of the Green Growth District is to establish protective measures for these environmental features and to protect the City's drinking water supply. Development in this district should reflect the goal of environmental protection. Cluster developments should be heavily encouraged, or possibly mandated in this district. Floodplains of Onion and Garlic Creek and their tributaries should be protected in perpetuity from development.

Appropriate Uses and Development Types

The primary concern in the Green Growth District is the environmental impact of land uses and the pattern of development. Most land uses are permitted in this district, with the exception of those that could negatively impact the environment, such as manufacturing or other heavy industrial.

Environmental protection mechanisms will be instrumental for new developments in this district. Cluster developments should be heavily encouraged, or possibly mandated in this district. Allowing density bonuses in conjunction with cluster developments is appropriate for this area and will encourage use of the zoning district. Floodplains of Onion and Garlic Creeks and their tributaries should be protected in perpetuity from development. These will also create opportunities to develop trails and promote connectivity. Remaining agricultural uses should be supported. Explore community supported agriculture opportunities in this district.

New developments and roadway improvements should reflect the rural character that is already established by existing and recent developments. The scale and design of commercial and mixed use developments should be sensitive to the rural skyline. High density residential uses should focus on clustering the footprint, rather than adding to height. Existing natural features such as trees, greenbelts,

and creeks should be protected when sites are developed to the fullest extent possible.

As mentioned, the arterials west of IH 35 are in need of redesign to increase capacity (such as FM 967). When TXDOT, Hays County, and the City of Buda move forward on these efforts significant attention needs to be given to how these roadway improvements will affect the character of this area. Creative design such as context sensitive solutions and complete streets need to be considered in the design of future road widening in this district so as to minimize the impact on the character of this area while also enhancing the level of transportation services.

Emerging Growth District

The goal of the Emerging Growth District is to avoid typical sprawl by planning for residential growth while maintaining a sense of community, and also providing for the needs of new residents for retail and service uses, park and recreation opportunities, and pedestrian and bicycle access.



Growth east of IH 35 is a relatively new phenomenon for Buda. In 2002, only 107 acres of this district was in the Buda corporate limits (7.5% of the then incorporated city limits), and in 2010, 12.1% of the incorporated city limits is east of IH 35. This portion of the study area is rapidly being platted for development, and with new development comes the opportunity for the City to shape that new development.

Much of this land is agricultural land transitioning into residential subdivisions. There are fewer environmental concerns. Rather, the more pressing concern is the fast pace of development in this district and the fleeting opportunity to influence it.

IH 35 has the potential to be a physical barrier between the



New development is aggressive in this area.



The new Sunfield subdivision will add nearly 10,000 new homes.



New multifamily apartments in the Emerging Growth District.

Image Sources: Half Associates, Inc.

older areas of Buda and this newly growing area. Already, residents in this area feel disconnected from the City and the rest of the community.

The City also has the opportunity to influence the transportation network in this area of the city. Turnersville Road has the potential to become a major gateway into this portion of the city, with access from SH 45 and SH 130. As is applicable to the community at large, provide a transportation system that enables choices in modes of transportation and that reflects and enhances a sense of quality.

Purpose

The purpose of the Emerging Growth District is to plan for residential growth in a way that promotes community and a strong sense of place and identity. Development should provide for the needs of new residents, such as retail and service uses, civic needs, parks and recreation opportunities. Access should incorporate needs for pedestrians and bicyclists to give residents choices in how they get around.

Appropriate Uses and Development Types

The primary concern in the Emerging Growth District is the ease of development in this district and the potential for rapid and rampant development which may not promote the goals and desires of the community. Take advantage of the “clean slate” of undeveloped and unhindered landscape to influence development patterns. The extensive development potential of this district gives the City the opportunity to influence the design and pattern of development. Residential development has followed typical sprawl design. Since much of this district is still outside of the Buda corporate limits, the city has limited regulatory power to influence development patterns. However, it can use the power of persuasion to influence development.

Strongly encourage a more varied mix of housing types in this district, mixing multifamily, townhomes, garden homes, apartments, and single-family housing types within neighborhoods. While there are fewer environmental concerns in this district, that should not prevent efforts to provide open space and recreational opportunities and connectivity via plazas and linear greenbelts.

Residential amenities and services should be located within easy and safe walking distance from residential units. Allow the appropriate mix and proximity of neighborhood-scale retail and office uses with residential uses. The maximum number of residential units should be located within a quarter-mile of parks, trails, and open space amenities, with a goal of 100% of the units. Neighborhood design should promote walking and bicycling by residents within and between neighborhoods. Schools - particularly elementary schools - should be the physical and social center of a neighborhood or group of neighborhoods, being easily accessible and available to the maximum number of residents possible.

Agricultural uses should be protected where appropriate. Community supported agriculture programs and gardens will help build a strong community and social network in this area of Buda.

With easy access to SH 45 and SH 130, certain low-scale and low-intensity distribution and manufacturing industries *may* be appropriate in some locations - particularly where the Emerging Growth District meets the Business Growth District. Where these types of businesses are brought forward, significant attention must be given to the compatibility of these businesses with the residential character of the Emerging Growth District, as well as how these developments impact, relate to, and transition into the residential areas.



When designed and scaled properly, various housing types and uses can be developed in proximity to one another.

Image Source: Halff Associates, Inc.

Industrial Employment District

The goal of the Industrial Employment District is to provide the needed services and facilities to enable major industrial activity in Buda while being sensitive to future land uses.



Heavy industrial use is the dominant use in this district. The industrial companies own much of the land in this district, so this activity is expected to continue for a long time into the future. Special infrastructure accommodations are necessary in this district, including access for 18-wheel trucks and sufficient water and wastewater infrastructure to support operations.

Much of this district is located over the Edwards Aquifer, requiring conservation practices and mechanisms to protect the natural features and water quality of this area.

Purpose

The purpose of the Industrial Employment District is to provide a space for the mining industry that is typically incompatible with many other uses, yet contributes significantly to the local economy. Appropriate public infrastructure should be installed to support these businesses, yet the businesses should practice in a way that has minimal impact on the environment and that is sensitive to future land uses once these industries are retired.

Appropriate Uses and Development Types

While these types of manufacturing uses have significant incompatibility issues with many other uses, they are major employers in the Buda area, significantly contributing to the tax base and economy of Buda. Given this, these businesses should be supported as long as they contribute to the local economy. To avoid conflicts with other uses, avoid mixing incompatible land uses such as residential uses near these businesses.

Significant attention should be given to how this district interacts with surrounding Character Districts, focusing on transition zones at the edges of this district. Landscaped buffer zones will be appropriate in this district to both buffer the visibility of these uses, but also the noise they generate. There are some uses that may be appropriate in this district, such as other manufacturing, distribution, or industrial uses, and some commercial uses that support these business types. Compatibility standards will need to be established between these uses to mitigate conflicts in land use.



The dominant use in this area is industrial, which is incompatible with many other uses.

Image Source: Halff Associates, Inc.



Enhance the look of business and industrial park developments to enhance the aesthetics of this district.

Image Source: www.tascoconstruction.com; Spillman Farmer Architects



Because parts of this district are over the Edwards Aquifer, environmental protection mechanisms and practices will need to be used to regulate the environmental impact of these industries. In particular, water treatment and discharge should be carefully monitored to not contaminate surface or ground water sources. Encourage and support efforts by these industries to use practices that go beyond the state and federal standards for environmental protection and water quality.

Transportation needs for these industrial activities include a significant level of heavy truck traffic that will need to connect with IH 35 as directly as possible. It is also important to avoid channeling this traffic through urban residential and retail areas to the north. New east-west roadway alignments are under construction or in planning phases to complete this bypass for trucks.

Business Growth District

The goal of the Business Growth District is to identify opportunities for business growth and expansion in Buda. Plan and regulate development in this district to maximize compatibility among different land uses.



Land in this area is currently agriculture, but transitioning into urban development. It is part of the Sunfield master plan and designated for commercial, business, and research park uses. These are appropriate uses for this property as it has easy access to both IH 35 as well as SH 45. Given its proximate location to these transportation corridors, it is a prime location for economic development and business attraction to Buda.

Some of this study area is also located within Austin's ETJ. Given Austin's goals to focus growth over a small footprint, the City of Austin may be willing to work with Buda to transfer this area that is far from their core to Buda's jurisdiction.



Develop high quality office buildings and business parks that respects the natural environment and promotes goals of Buda 2030.

Image Source: Halff Associates, Inc; C/S Corporate, www.c-sgroup.com

Purpose

The purpose of this district is to capitalize on the opportunities for economic and business development given this district's accessibility location to major transportation corridors.

Appropriate Uses and Development Types

Efforts for this district should focus on developing it as an employment center for Buda, mixing various uses within proximity to one another. Given the lack of existing development, the impact of new developments will be less intrusive, giving property owners and the City the opportunity to increase density.

Mixing jobs, housing, commercial, and civic uses will enable residents of this district to live, work, shop, and play all in this part of Buda. Attract research and development companies, higher education institutions, and services for small or local business development to locate their offices in this district.

Strong connectivity of the transportation network, including streets and paths, will enable people to easily access each destination without the need for vehicles. Access to SH 45 and IH 35 should be enhanced, yet still incorporate complete street and context sensitive solution principles in the design of streets.

Carefully identify compatible uses for adjacent and mixed use developments within an area. Compatibility standards and transition areas will need to be established between uses that may encounter conflicts. Use form-based development regulations for these areas to address these transition areas. For businesses requiring truck traffic, utilize transportation regulations to minimize the impacts of this traffic on less intense uses, as truck routes or no-truck zones.

As is applicable to all areas of Buda, continue to incorporate the environmental features of the land into developments and encourage sustainable practices such as natural resource protection, water conservation, and low energy consumption.



Mix uses to allow residents to live, work, play, and shop all in this area of Buda.

Image Source: Halff Associates, Inc.



Preserve character of residential areas in Old Town Buda.

Image Source: Halff Associates, Inc.



Main Street is an important commercial corridor in the Heritage area.

Image Source: Halff Associates, Inc.



Improve the economic vitality of downtown Buda.



Heritage District

The goal of the Heritage District is to preserve the historic heritage of this district while also allowing it to grow and remain a vibrant neighborhood of the Buda community.

This district includes the original town of Buda (Old Town) and other early neighborhoods of the City that were developed before the more recent period of growth Buda has been experiencing. This district encompasses historic areas and scenic roadways, and low density residences and commercial buildings.

These neighborhoods are sensitive to this recent boom in growth, fearing the increase in congestion, increased density, and changing development types will negatively impact their neighborhoods. Any future development within this district must be carefully and thoughtfully planned and designed in order to be compatible with the existing uses and building form.

As the Interstate Corridor has grown, connectivity and transition zones between the Heritage District and the Interstate Corridor have not been emphasized. These neighborhoods do not connect well to the new developments, and large set backs or buffer areas were used rather than using transition zones where incompatible uses are adjacent.

The Heritage District has seen a significant increase in traffic with areas to the west growing. Main Street, FM 967, and FM 2770 are the only east-west connectors, all of which converge in downtown and come through this district. Also, many streets in this area were built before sidewalk requirements were included in the UDC, and with increasing traffic this is problematic for pedestrians and bicyclists.

Moreover, as growth has occurred on the edges of Buda and surrounding area, the district is faced with latent economic activity and a need for revitalization, especially in downtown, but also along the commercial corridors spurring out of the central business district.

Purpose

The purpose of this district is to provide a growth-friendly environment that does not negatively impact the existing and historic parts of Buda.

Appropriate Uses and Development Types

Overtime, the Heritage District has come to accommodate a range of uses, including different residential types mixed with a variety of office, retail, and light industrial activities. These uses have found ways to co-mingle, highlighting the ability of new growth areas to relate to the Heritage District.

Therefore, the primary concern in this district is establishing clear and predictable compatibility standards that encourage new developments but that compliment the character of the Heritage District. Bulk, height, area, building materials, setbacks, and overall appearance of buildings and spaces should be considered for new developments and redevelopments.

Transition and connectivity must also be emphasized in this district, especially as it relates to the surrounding districts as well as internally to the area. Commit funding and identify opportunities to make connectivity improvements to the street and sidewalk network. Utilize transition zones and form-based regulations where non-compatible uses are adjacent, and program landscaped buffer areas to enable passage through them to enhance connectivity.

Strongly encourage infill development in this area and prioritize it over development where infrastructure does not yet exist. Regulate infill developments to be compatible with the existing uses and buildings. Support revitalization of this area by committing public funds and efforts to enhance the public realm, including parks, sidewalks, lighting, landscaping, and roadways.



Create pleasant, friendly places to walk, sit, and visit along Main Street.

Image Source: www.pedbikeimages.org/ / Dan Burden

Interstate Corridor

The goal of the Interstate Corridor is to take advantage of the economic potential of IH 35 as a commercial corridor that is compatible with surrounding uses, that establishes Buda's identity, and that connects with surrounding uses.



The IH 35 corridor will be an important economic development tool and revenue generator for Buda. The 2002 Comprehensive Plan helped create an Interstate-35 Commercial/Office Zoning District and Interstate Overlay Zone that will guide future development and public investment decisions. The district extends along the interstate from the north boundary of the study area to the south boundary. It encompasses several existing industrial and commercial developments. Improvements currently underway and recently completed of the roadway and along the corridor present the opportunity to affect change on this corridor in its general appearance as well as how it serves the residential and business community of Buda.

Portions of this corridor have yet to be incorporated into the city limits and lack the appropriate level of infrastructure to support the intensity of development recommended for this corridor.

IH 35 carries high volumes of traffic of regular commuters as well as travellers. IH 35 is the front door for many who live in Buda and a window to those passing through. It heavily influences the perception and image of Buda that both residents, visitors, and passers-by have. Therefore, the general appearance of the corridor is important for this gateway.

The center at IH 35 between Main Street and Cabela's Drive serves as a major attractor from a community-wide and even regional area. Cabela's draws a regional clientele from across Central Texas and much of the State, while HEB and Walmart serve the more local residents of

Buda. As development has occurred along this corridor, little attention has been given to how it relates to and impacts the surrounding neighborhoods and developments.

Purpose

The purpose of this district is to create the infrastructure and support developments that take advantage of the economic opportunities that IH 35 provides. The district should promote economic opportunities such as business and retail service growth and expansion while also improving the look of the corridor to reflect Buda's identity.

Appropriate Uses and Development Types

Intense development along the Interstate Corridor is appropriate to take advantage of the economic opportunities this corridor presents. The current zoning code reflects that desire to concentrate dense commercial development along this corridor. Maximize on the traffic volumes and visibility of the corridor to attract businesses. Dense multi-family housing is also appropriate for this corridor.

Design standards that regulate building articulation, landscaping, and building material will help shape the visual appearance of developments, improving the aesthetic nature of this corridor. Sign standards should address the visual pollution created by numerous and cluttered signs. Additionally, the City should identify opportunities to bury utility lines, which add to the cluttered look and feel of the corridor.

The corridor easily has the potential to both physically and socially divide the city between "east side" and "west side". The City needs to take seriously the negative affects this has on the population and the vitality of neighborhoods that are "cut off" from the rest of the community. Serious efforts need to be made to address the physical barrier of the corridor by providing easy and safe access for pedestrians and bicyclists to cross the interstate. Intersections should be designed to indicate connection and flow, rather than a barrier that can't be crossed.

Development along the corridor should also connect to surrounding neighborhoods and developments. New developments must be compatible with existing developments. Utilize transition zones between the Interstate Corridor and surrounding districts by scaling uses appropriately and using landscaping in a manner that communicates connectivity rather than separation.

Provide connectivity through developments along this corridor for vehicular, pedestrian, and bicycle traffic. Connectivity should include both connections to the surrounding neighborhoods to provide access to the destinations, as well as parallel to the interstate as to connect various commercial and multi-family developments along the corridor. This will help minimize the traffic impacts along the frontage roads created by development of the corridor.

Continue to capitalize on the economic opportunities along IH 35.



Image Sources: Halff Associates, Inc.

MIXED USE NODES

There are five types of mixed use nodes that overlay the Character Districts. Nodes are intended to designate locations where dense, mixed use developments are appropriate and should be encouraged. These nodes should emphasize walkability and be built around the pedestrian, and not the car.

Why Mixed Use?

Mixed use development offers several benefits to a community. First, mixed use allows for the optimum use of infrastructure by combining uses that have different “peak” times for use of infrastructure and resources than if they were separated. Mixed use developments also allow for a different housing type, diversifying housing choices in Buda. Mixing uses also allows for residential units to be closer to goods, services, and civic activities, reducing the dependence on the car. This particularly benefits the elderly and children. In some areas, it also reduces the need for car dependency or even ownership, alleviating rising transportation costs on a household.

Mixed use developments support many other goals of Buda. Having a more walkable community improves health as people are able to be more active. Increasing walking and bicycling over car use also has a positive impact on the environmental concerns associated with automobile use. Mixed use can also be an economic development tool because it creates nodes of intense activity and commerce.

What is Mixed Use?

The term “mixed use” refers to many things. It can mean mixing different specific uses of the same general category, like housing types. It can also mean bringing different uses near each other (which can also be called “horizontal” mixed use). This is often accomplished with planned-unit development zoning where certain areas of a master planned community are designated for commercial, others for residential, some for parks and so on. The third type of mixed use is “vertical” mixed use. Here, different uses are not only brought near, they converge with each other in dense, walkable, vibrant places.

As you’ve seen in this document, all of these definitions of mixed

use are appropriate and encouraged for Buda. However, the “mixed use node” of the land development plan refers primarily to the third definition, vertical mixed use, with elements of horizontal mixed use incorporated.

But mixed use isn’t *just* about bringing uses together. Rather, mixed use policies and developments have specific benefits they’re trying to achieve - walkability, more sustainable and efficient development, reduced reliance on the car, active and vibrant places, etc. Creating a successful mixed use node means focusing on creating the environment to generate activity that makes these uses WORK together to create a place. Uses need to be compatible and mutually supportive, working to create a framework for activity, socializing, and commerce.

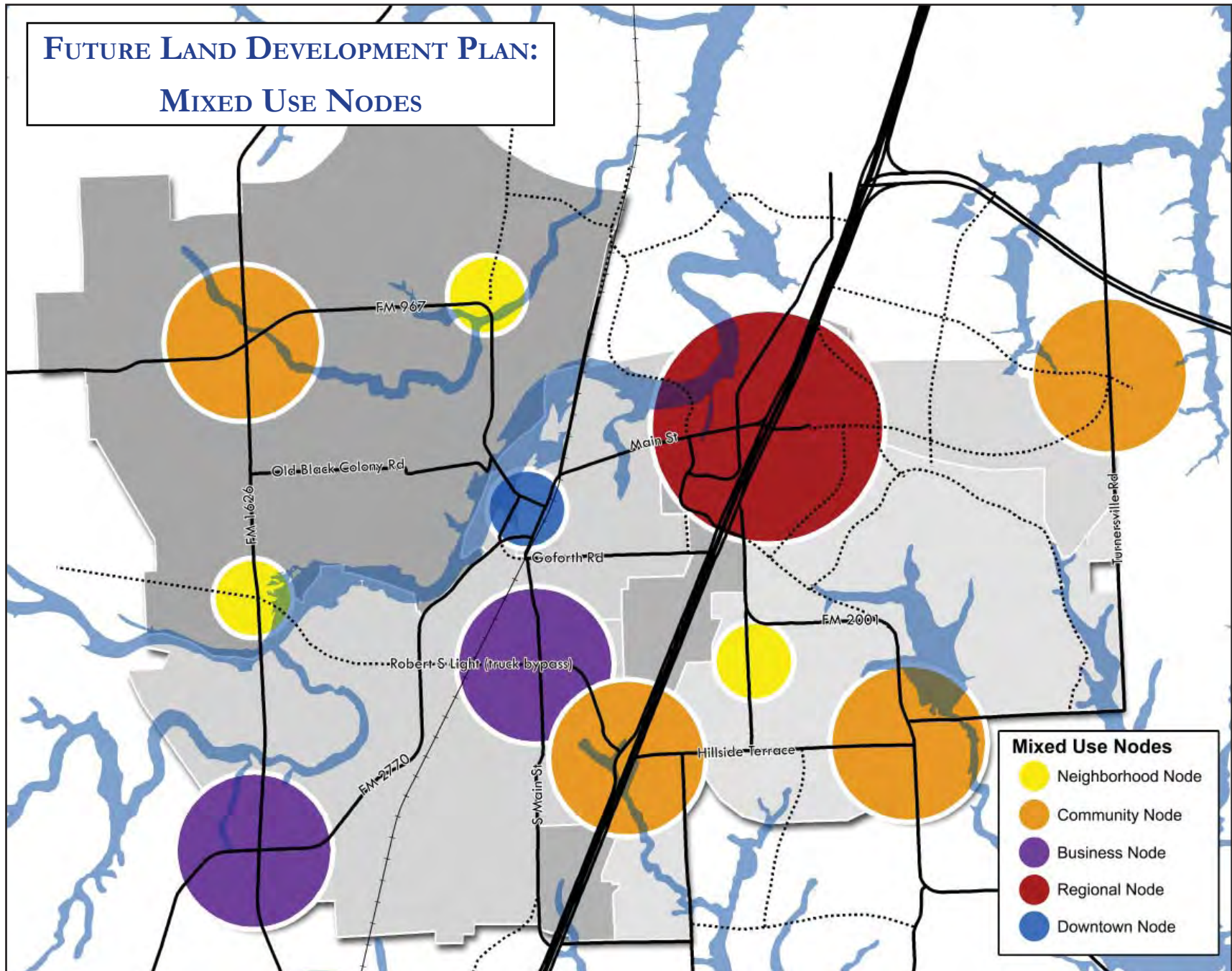
The design of all mixed use nodes should consider:

- * Scale (the intensity and density of development and uses)
- * Mix of housing
- * Walkability
- * Public realm
- * Parking
- * Access to environment and open space

Relation to the Character Districts

The type and location of each node is based on the Character District, the surrounding development. Generally, they are located where activity converges - where corridors, neighborhoods, or any other activity-generating element of the city comes together to create a “hot spot” of activity.

These nodes differ primarily in density, and somewhat in appropriate uses within the nodes. Development and appropriate uses in each node should conform to the principles of each Character District. For example, the environmental protection priorities of the Green Growth District should be evident in the development of the Community Node at FM 1626 and FM 967. Also, the Business Nodes in the Industrial Growth District should also recognize that residential is not an appropriate use in that district, and therefore seek a mix of other uses that support the businesses in the area.



Neighborhood Node

The neighborhood node is the lowest-scale node recommended for Buda. It is intended to be located in proximity to households to provide every-day services and products within easy walking distance to nearby residents without significantly impacting the character of the area.

The catchment area for a neighborhood node should be about one to two miles. As such, uses should be tailored to meet the needs of the local vicinity as to not attract visitors at a community-wide or regional geography, which will create excessive traffic congestion. Such uses may include a dry cleaner (pick up only), bank, small grocer, pharmacy, small restaurant, coffee shop, etc. As much as possible, neighborhood nodes should include a residential component above the groundfloor retail or office.

Neighborhood centers should be easily accessible from adjoining neighborhoods via friendly and safe pedestrian facilities. Landscaping and streetscaping should be used along access corridors to encourage walking to the center.

The scale of a neighborhood node should reflect that of the surrounding area. It should be of medium-density, with a maximum of 3 floors. The retail component should account for about 30,000 to 50,000 square feet, the typical size of a neighborhood shopping center.



The Adeline Apartments in Berkeley, CA.

Image Source: Mikiten Architecture



Neighborhood centers should have a mix of convenience services that people like to access daily.

Image Source: Half Associates, Inc.

Housing above retail.



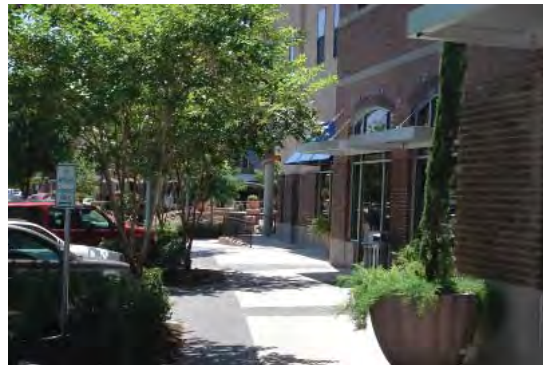
Harbor Town, Memphis, TN

Image Source: www.wfrc.com



The Triangle in Austin, TX has a very walkable environment within the node.

Image Source: Halff Associates, Inc.



Community Node

Community nodes provide a greater mix of uses in a more intense development that draws from a greater area of Buda. The catchment area is larger than a neighborhood node - perhaps 4 or 5 miles.

The retail services are similar to that of a neighborhood node, but would have a larger anchor store such as a grocery store as well as additional specialized retail. Larger restaurants would also locate in community nodes.

Like in the neighborhood node, multifamily above groundfloor retail and office is recommended. Office space above retail may also be appropriate if a market analysis indicates a demand for it.

Walkability to and within a community node remains an important component, as with all nodes. However, automobile access to a community node should be better planned and designed, as many visitors may be coming from beyond walking distance. Pedestrian accessibility within the node should still be emphasized over the automobile. Rather than enabling visitors to drive to each and every destination within the node, a park-once-and-walk approach should be used when designing a community node's.

The scale of a community center is expected to be larger to accommodate more activity since it is attracting from a community-wide scale. Building height should be a maximum of 5 floors, with the commercial component ranging in size between 100,000 to 200,000 square feet.

Business Node

A business node is similar in scale to a community node, yet significantly different in terms of appropriate uses. These are recommended for the Industrial Growth District, where a concentration of industrial-type services and businesses would be appropriate.

It will be a challenge mixing uses in a business node because of the truck traffic that might be associated with industrial-related businesses. Therefore, business nodes are expected to be primarily business or industry oriented. However, appropriate uses that may be mixed include eating establishments that target the employees of these industries, wholesale trade, various agriculture uses, and general business-support services.

It can't be emphasized enough that housing is not an appropriate use for this district at this time since it is significantly incompatible with the heavy industrial uses. The only type of housing that should be considered in this area is housing for workers. Any market analysis conducted to evaluate the demand for housing in this area should acknowledge this situation.



Intergraph, Delta Business Park, Swindon, UK.

Image Source: www.panoramio.com; purdey12345



Flynn Road Industrial Park, Camarillo, CA.

Image Source: TASCOC Construction, Inc. www.tascoconstruction.com



Incorporate environmental features in business nodes.

Image Source: Halff Associates, Inc.

Regional Node

The regional node is the most intense mixed-use node recommended in the Buda area. It is intended that this area of Buda - at IH 35, between Main Street and Cabela's Drive/FM 2001 - become a regional commercial destination and office center. The ideal market catchment area is about 8 to 10 miles.

The retail component would serve large markets, such as apparel, household furnishings, and other general merchandise. This center would include about 2 or 3 anchors, with several other smaller retail and service outlets.

The shopping center should be supplemented with office and housing, which would help support the businesses as well as provide another housing and office product type for Buda. While parts of this node have already begun developing, there are opportunities to develop infill to provide more density on the site and create a walkable, mixed-use node.

As this is the largest node, it is intended to have one of the most intense development scales in Buda. The commercial component should account for approximately 300,000 to 500,000 square feet, with office and housing above the retail. Building height should be a maximum of 8 floors.



In this mixed use center, a Best Buy has a store under senior housing.

Image Source: Payton Chung, www.flickr.com



Mix professional office space with housing and retail.

Image Source: Halff Associates, Inc.



Addison Circle, Addison, TX.

Image Source: North Central Texas Council of Governments

Downtown Node

The Downtown Node is a unique node in that much of the fabric for the node already exists. Infill development is a crucial element to form this node. New developments, or redevelopments of existing structures should be compatible with existing developments and the character of the downtown area.

The retail component would include specialty stores unique to Buda. This would build off the capacity of downtown to attract visitors from across the state. A market study specifically for downtown Buda would help identify target business types and restaurants.

The scale of the downtown node should reflect that of the historic Main Street and Old Town - quaint and intimate. This would preserve its historic integrity while also allowing the economy to thrive in downtown. Buildings should be built to a maximum of 3 floors, and allow for office, residential, or other uses on the upper floors.

The north and south ends of Main Street, where the corridor meets the rail road tracks, should be anchored to encourage pedestrian movement along the corridor. Buildings should create a continuous retail edge along Main Street and Railroad Street to keep shoppers engaged in the retail environment. Empty buildings or vacant lots interrupt the streetscape and discourage pedestrian shoppers from moving onto other shops. Infill development should help create the continuous retail edge, with zero setback side yards, allowing for buildings to seamlessly connect.

Access should promote a park-once-and-walk environment, with parking along all of Main Street and a highly walkable and pedestrian-friendly environment. This will help encourage visitors to park further from their destination and opt to walk and ease the parking concentration issues in one block of downtown. Downtown should also be easily accessible to the residents of the surrounding neighborhoods, with sidewalks and pedestrian-friendly corridors connecting the neighborhoods and Main Street.

See the discussion on Downtown Buda in Chapter 5 for more detailed discussion on this component of the larger plan for Buda.



Create a walkable environment in downtown Buda.

Image Source: www.pedbikeimages.org / Dan Burnham



Support adaptive reuse efforts of downtown buildings.

Image Source: Halff Associates, Inc.



Identify market niches that aren't currently available in downtown.

Image Source: Halff Associates, Inc.

APPROPRIATE LAND USE TYPES

As discussed on the previous pages, the Character Districts and Mixed-Use Nodes are defined less by land use and primarily by the character of development. Still, the intensity of development types and land uses influence the character and may or may not be appropriate.

Below is a description of general development types that could exist in Buda. The following table identifies where they are appropriate; where they are conditional based on specific uses and design of the property to mitigate adverse impacts; and where the development type is not appropriate. This information does not serve as a regulatory or zoning code, but is intended to guide decisions for land development.



Mixed Use developments are those that mix retail, office, and residential in a dense, pedestrian friendly environment. They are intended to bring different but supportive land uses together so they are in closer proximity rather than separating them.



Regional Retail Centers include large shopping centers that have a large anchor tenant such as a big box store, grocery store, or department store, and other retail or service establishments. Regional Retail Centers tend to attract not only local residents, but also shoppers from a regional geography.



Neighborhood Shopping Centers are smaller shopping centers that include every day services and shops. They are intended to be convenient to local residents and within easy walking distance from housing.



Office developments include those that provide space for businesses and services, such as real estate professionals, lawyers, doctors and other medical practitioners, and other professionals.



Industrial Park or Distribution Center developments are those that provide space for businesses and other industrial-type services which support the larger industrial businesses. Businesses could include printing companies, distribution services, or courier services. Industrial Park developments can also house businesses that serve as the “store front” for larger industrial businesses, such as building materials or paint stores.



Low Density Single Family and Agriculture includes residential developments that are on lots 1 acre or larger. Properties can be used for small farming operations. This category also includes larger agricultural or ranching uses such as those that exist in parts of Buda today.



Medium Density Single Family includes single-family housing on lots smaller than 1 acre down to a quarter acre (or 4 dwelling units per acre).





High Density Single Family includes single-family housing on lots smaller than 0.25 acres, or greater than 4 dwelling units per acre.



Attached Housing includes a scale of residential housing that falls between single-family and multi-family and includes developments where residential units are attached. This can be in the form of duplexes, fourplexes, townhomes, or rowhouses.



Multifamily Housing developments are typically multi-story apartment or condominium developments where housing units are “stacked.” Multi-family housing is the most common type of housing found in mixed-use developments, built upon groundfloor retail uses.



Cluster Development is a type of development that allows higher density building in “clusters” in return for permanent conservation of environmentally sensitive land. Cluster developments should not be limited to residential uses.

Determining Appropriate Use

The table to the right identifies what uses are appropriate, conditional, or not appropriate in each Character District or Mixed Use Node. Appropriate means the use is simply allowed, with minimal conditions. Conditional means the use is only allowed based on certain conditions (depending on the use and the location). And Not Appropriate means the use is not appropriate in the district. There may be conflicts between Character Districts and Nodes. Where conflict occurs, the use should be treated as

CHARACTER DISTRICT AND MIXED USE NODES: APPROPRIATE DEVELOPMENT TYPES

	Development Type										
	Mixed Use	Regional Retail Center	Neighborhood Shopping Center	Office	Industrial Park or Distribution Ctr	Low Density Single Family & Agriculture Uses (>1 acre)	Medium Density Single Family (0.25-1 acre)	High Density Single Family (<0.25 acre)	Attached Housing	Multifamily (for sale or rent units)	Cluster Development
CHARACTER DISTRICTS											
Green Growth District	●	✗	●	●	✗	◐	●	●	●	◐	●
Emerging Growth District	●	◐	●	●	✗	◐	●	●	●	◐	●
Heritage District	●	✗	●	●	✗	✗	●	●	●	◐	◐
Industrial Growth District	◐	✗	✗	◐	●	◐	✗	✗	✗	◐	◐
Business Growth District	●	◐	◐	●	◐	✗	✗	◐	◐	◐	◐
Interstate Corridor	●	●	✗	●	◐	✗	✗	✗	✗	●	✗
MIXED USE NODES											
Neighborhood Node	●	✗	●	●	✗	✗	◐	◐	●	●	◐
Community Node	●	✗	✗	●	✗	✗	✗	◐	●	●	◐
Business Node	●	✗	✗	●	●	✗	✗	✗	◐	●	✗
Regional Node	●	●	✗	●	✗	✗	✗	✗	✗	●	✗
Downtown Node	●	◐*	●	●	✗	✗	◐	◐	◐	●	✗
● Appropriate ◐ Conditional ✗ Not Appropriate											
Notes: * Regional retail in the downtown node would include destination shops such as antique shops and other destination boutique stores.											

conditionally allowed, making sure it balances the goals of both District and Node. For example, regional retail in both the Regional Node and Heritage District should be permitted so long as it is developed in a manner that meets the character goals of the Heritage District.



IMPLEMENTATION STRATEGY

Earlier chapters of Buda 2030 identify recommended actions to achieve the desired vision and goals for the future of Buda. However, successful implementation requires more than simply going after an action. An implementation strategy identifies methods for strengthening execution of the recommendations.

In order to create a comprehensive approach to implementing Buda 2030 to see the biggest results, the implementation strategy is organized into the following components:

- * Public Investment Priorities
- * Partnerships
- * Funding Mechanisms
- * Regulatory Mechanisms
- * Monitoring Progress

Public Investment Priorities

This section focuses on the key public investment opportunities to be implemented by the public sector, including the City of Buda, Hays County, TXDOT, and any other public entity that may have a stake. These projects help create the foundation of the city in which to grow, and helps support private entities in their efforts to implement components of Buda 2030. These actions include investments in public infrastructure, such as sidewalks, roadways, and utilities; important changes to the regulatory framework to achieve the desired built environment; and efforts and investments toward key public facilities.

The importance of public investment. Investment is risky, particularly in the economic climate we live in today. Before private investment occurs, it needs to be reassured of the future conditions and status of an area. The City of Buda needs to take the first step in making that reassurance by investing public monies in Buda. Public investment not only creates a more appealing environment to generate private investment, but it also demonstrates to private investors the importance of Buda to the City.

The table on the following page identifies the major physical improvement recommendations. Priority levels, recommended timeline, and potential cost estimates have been identified for each recommendation. These priorities and timeline may be re-evaluated as new opportunities occur in the future.

Principles of Implementation

Partnership driven. *Almost all of the actions in this plan include the possibility of multiple partners, including the City of Buda, coming together to make efforts happen faster and with more reliable funding. The City's role will be to bring those partners together and to create common themes and direction in implementation.*

Significant citizen and stakeholder input. *In order to engage the Buda citizenry and ensure community buy-in implementation of all actions related to this plan will be reviewed by the citizens of Buda and will include extensive property owner participation.*

Balance needs and desires. *It is inevitable that conflict will arise between conflicting views and goals. Trade-offs are expected, but the City and community must work together to achieve the goals that promote the entire Buda community.*

Committed investment by both public and private sector. *The City's role in implementing Buda 2030 is to unify public and private interests and to guide all entities in one direction. Most of the major planned improvements will actually be constructed by the private sector as development occurs. However, there is a need for significant public investment to support private efforts.*

Promote diversity to create long-term stability. *Diversity creates choices and alternatives. This includes diversity in housing, the economy, funding resources, and transportation. Having choices and alternatives makes a community more resilient to economic downturns than single-minded approaches and solutions.*

Fiscal responsibility. *As illustrated in this comprehensive plan, choices and investments have impacts on various components of a city. The City must recognize the extent of the impact of public investments and choices so that there are no unintended or significantly negative consequences against the vision or goals of the community. Use of public monies, including for incentives, must result in significant public benefits that promote the vision for Buda.*

Key Near-Term Public Investment Actions

Action No.	Recommendation	Responsibility or Potential Partners	Potential Cost Range	Need for Action	Timeframe
EG-1.2	Establish a Tax Increment Finance District along IH 35, south of the Cabela's TIF, to fund infrastructure improvements.	Planning Department, Finance Department, property owners	May require legal / finance expertise	To generate funding for infrastructure improvements in this area to support redevelopment.	FYs 2011-2013
EG-1.7	Develop strategy/incentive for up to 10 key redevelopment opportunities in the city.	Economic Development Corporation, Planning Department, property owners	Cost to be determined on a site-by-site basis	To revitalize key properties in Buda and reinstate them as economically-generating properties.	FY 2011-2012
EG-2.1	Develop an Economic Development Strategy.	Economic Development Corporation	By staff, or allocate \$50,000 to \$100,000 for assistance	To develop an economic development strategy that is aligned with the goals and vision of Buda 2030.	FY 2011-2012
EG-4.2 & DT-2.1	Market Study for Downtown Buda (as component of Economic Development Strategy).	Tourism Department, EDC	Cost incorporated into allowance for Economic Development Strategy	To improve the economic position of downtown Buda and identify potential businesses to target for downtown.	FY 2011-2012
EG-4.6 & HP-1.7	Utilize incentives and grants to assist with aesthetic, structural and safety improvements to historic buildings in downtown Buda.	EDC, Tourism Department	Allocate \$50,000 per year as available from EDC funds	To support revitalization efforts by private property owners	Begin FY 2011-2012, ongoing
T-1.1	Adopt Complete Streets and Context Sensitive Solutions Policy.	City Council and Planning Commission	By staff, no cost identified	Will guide update to Master Transportation Plan and all public and private transportation improvements in Buda.	End of 2011
T-1.2	Update City's Transportation Master Plan.	Engineering & Planning Department, possible professional consultant	By staff, or allocate \$75,000 to \$100,000 for assistance	Plan was last updated in 2006; to identify new key arterial improvements and reflect new conditions.	FYs 2011-2013
T-2.2 & EG-1.4	Complete Robert S. Light Blvd. to FM 2770 (requires railroad overpass).	City of Buda, TXDOT, Hays County	By staff, no cost for City contribution currently identified	To complete truck by-pass to access industrial uses in southeast Buda.	Funding identified by 2015, construction by 2017
T-2.3 & EG-1.5	Work with TXDOT to address on and off ramps for Robert S. Light Blvd.	City of Buda, TXDOT	By staff, no cost identified	To facilitate truck traffic to Robert S. Light Blvd. Current planned ramps will create truck congestion at Cabela's Drive and Windy Hill Rd.	Ramps installed by beginning of 2014
T-2.5	Amend UDC to increase connectivity requirements and include requirements for pedestrian and bicycle connections.	Engineering & Planning Department, possible professional consultant	By staff, or allocate \$25,000 for consultant assistance	Improve connectivity in future subdivisions or site developments	FY 2011-2012
T-4.3	Establish a park & ride station in Buda that provides regularly scheduled commuter service to Austin and San Marcos.	Capital Metro	Possible contribution to assist with station improvements	Provide alternative transportation options for residents of Buda	FY 2011-2012
P-1.1	Develop a formal Park System Plan with a trails and bicycle facilities component	Parks and Recreation Department, possible professional consultant	\$50,000 allocated in FY 2010-2011; additional \$25,000 for trail and bicycle component	To develop a master plan for the city's park system and to identify trail opportunities.	FYs 2010-2012
P-1.2 & P-1.3	Amend UDC to develop guidelines for neighborhood parks in subdivisions, and connectivity requirements via trails. Also, to facilitate funds in lieu of parkland.	Parks and Recreation Department	By staff, no cost identified	To ensure development of neighborhood parks and increase connectivity in new subdivisions.	FY 2011-2012
P-2.4	Develop event guidelines and increase the contribution requirements for events at public parks and facilities.	Parks and Recreation Department	By staff, no cost identified	To fund maintenance of facilities that are used for events.	FY 2011-2012
H-1.1	Amend UDC to promote more flexible housing types and greater mix of types, as well as mixed use developments.	City Council and Planning Commission	By staff, no cost identified	To diversify the housing stock in Buda to provide housing choices for all stages of life.	FY 2011-2012

Key Near-Term Public Investment Actions

Action No.	Recommendation	Responsibility or Potential Partners	Potential Cost Range	Need for Action	Timeframe
Objective H-2	Explore mechanisms to promote different techniques for housing affordability.	Engineering & Planning Department; financial institutions, non-profit organizations	By staff, no cost contribution currently identified	To diversify the mechanisms to provide housing available in a range of prices.	FYs 2011-2013
H-5.1	Develop revitalization/stabilization strategy/plans for older neighborhoods.	Engineering & Planning Department, possible professional consultant	By staff, or allocate \$25,000 for consultant assistance	To promote the revitalization of older neighborhoods so they remain vibrant parts of the community.	FYs 2011-2013
H-5.4 & H-5.5	Help establish or solidify neighborhood associations and increase communication with neighborhood and homeowner associations to improve responsiveness to neighborhood needs.	Engineering & Planning Department	By staff, no cost identified	To increase communication with and involvement by residents to improve civic engagement	Begin in FY 2011-2012, ongoing effort
Objective CI-1	Establish gateways at key locations.	TXDOT	Allocate funding for potential match for grant	To promote the community identity.	FYs 2011-2013
CI-2.2 & CI-2.3	Amend UDC as necessary to incorporate community identity elements in new developments.	Engineering & Planning Department	By staff, no cost identified	To promote the community identity throughout the built environment of Buda.	FYs 2011-2013
CI-3.1	Improve design standards and streetscape elements for streets in Buda.	Engineering & Planning Department, possible professional consultant	By staff, or allocate \$25,000 for consultant assistance	To promote the community identity throughout the built environment of Buda.	FYs 2011-2013
Objective CF-1	Determine location for civic/community center and library expansion or replacement and identify funding.	Library Department	By staff, no cost identified	To initiate the process of developing a larger library and civic center for Buda.	FY 2011-2012; identify funding by 2015
Objective CF-2 & P-2.3	Master plan City Park as city's "central park" and venue for events.	Parks & Recreation Department	Allowance for master plan of \$25,000 to \$50,000	To initiate the process of improving City Park as a community "central park" and events venue.	FY 2011-2012; identify funding by 2015
DT-1.1	Develop a formal Downtown Master Plan.	Planning Department, Tourism Department	By staff, or allocate \$50,000 to \$75,000 for assistance	To guide other actions and decisions with regards to downtown Buda.	FY 2011-2012
DT-3.1	Amend UDC to allow greater flexibility for parking, higher density and building form in downtown area. Develop standards to allow for on-street parking and encourage mixed use development.	Planning Department, Historic Commission	By staff, no cost identified	To establish an effective regulatory framework that promotes the goals for downtown Buda	FYs 2011-2013
DT-6.4	Promote the redevelopment of the Old Mill Property, explore City/Owner partnerships to jump-start redevelopment of the property.	Planning Department, Library, EDC, City Council, property owner	Allowance of \$50,000 for assistance with development of master plan	To support redevelopment of under utilized properties as part of larger revival effort.	FYs 2011-2013
DT-7.4	Establish a Public Improvement District over the CBD Overlay District to help fund public improvements.	Planning Department, Tourism Department, downtown businesses	May require legal / finance expertise	To generate funding for public improvements along the commercial corridor in downtown Buda.	FY 2011-2012
DT-7.5	Develop a Drainage Master Plan for the Downtown Area and Heritage District to promote infill development.	Planning & Engineering, Public Works	By staff, or allocate \$50,000 for consultant assistance	To address storm water drainage issues to promote infill development in the Downtown and Heritage District areas.	FY 2012-2013
HP-2.2	Produce publications to encourage historic preservation and enhance public awareness of benefits of historic preservation.	Planning, Tourism, Historic Commission	By staff, no cost identified	To increase education of and appreciation for historic preservation and encourage action on the part of property owners	Begin FY 2011-2012, ongoing
HP-3.1	Develop Historic Preservation Design Standards	Planning, Tourism, Historic Commission	By staff, or allocate \$20,000 for consultant assistance	To develop clear and predictable standards for historic preservation.	FY 2011-2012
	Rewrite Unified Development Code	Planning Department	By staff, or allocate \$150,000 to \$200,000 for consultant assistance	So that development regulations reflect vision, goals, objectives, and recommendations of the comprehensive plan.	FYs 2012-2014

Partnerships

Interdepartmental and interagency collaboration are critical components to strengthening implementation efforts. Federal-aid funding opportunities often require cooperation among local and regional agencies. By partnering with other agencies and organizations, funding resources can be utilized more efficiently and efforts will carry farther.

Moreover, the City of Buda needs to create strong partnerships with private entities such as the development community, employers, non-profit organizations, and other entities that can help achieve the goals and recommendations of Buda 2030. This will help create buy-in among the various affected entities and strengthen implementation efforts.

Many recommendations of Buda 2030 require partnerships and collaboration with other City departments, public agencies, and organizations across the Buda area and Central Texas region.

Agency	Potential Role or Function
Public Departments and Agencies	
CoB Engineering & Planning	Planning will oversee implementation of Buda 2030, including guiding efforts and advising City Council and other departments on how decisions promote or impact the comprehensive plan. Engineering will be critical in influencing the built environment by reviewing proposals and ensuring that development occurs in a fashion consistent with the UDC and Buda 2030. Engineering and Planning will also update the City's policy documents such as the UDC and other regulatory documents so they promote the goals of Buda 2030.
CoB Parks & Recreation	Crucial in implementing the parks element of Buda 2030, including creating a trail system to promote a healthier community and transportation options as well as developing these open space amenities to improve the quality of life in Buda.
CoB Public Works	Help influence the design, maintenance, and provision of public facilities such as roadways, infrastructure, and water and wastewater resources.
CoB Tourism Department	Instrumental in the economic development and downtown components, especially as tourism grows as an economic industry in Buda.
CoB Police Department	Key entity in maintaining a high standard of public safety in Buda. The Police Department will also be an important partner in promoting civic engagement through community events.
Economic Development Corporation	Will play a significant role in promoting Buda as an employment destination. This includes efforts toward improving and maintaining a high quality of life in Buda.
Emergency Service Districts	Partners in ensuring a high level of public safety. These entities will also be valuable in efforts to promote civic engagement and public health to neighborhoods of Buda.
Hays Consolidated Independent School District	Key entity in helping schools become a neighborhood center by identifying future school locations central to neighborhoods and increasing public use and access to schools.
TXDOT	A necessary partner in maintaining an arterial network that moves traffic efficiently while also balancing the community goals of a strong small town character and sense of place.
Hays County	A partner in a number of efforts, including transportation, environmental protection, and resource management.
CAMPO	Help the City plan for and implement long-term transportation projects that help create a comprehensive transportation system that promote choices in movement.
Capital Metro	The main local mass transit authority for Central Texas. Efforts to expand transportation options in Buda will require the participation of Capital Metro.
CARTS	A key player in expanding transportation options in Buda to include mass transit.
Private Entities	
YMCA Hays Communities Branch	Assist with expanding recreational opportunities and increasing community engagement efforts.
Hill Country Conservancy	Assist with environmental protection efforts.
Area builders and developers	Key players in forming the built environment.

FUNDING MECHANISMS

Funding for implementing Buda 2030 will come from a variety of sources, including local resources such as the general fund, which is supported by property and sales taxes as well as fees; voter-approved bonds; and federal grants. In addition, Texas law provides for a number of mechanisms to finance public improvements. The following discussion identifies potential funding opportunities and mechanisms that Buda can use to assist with implementation of Buda 2030.

Capturing Latent Sales Tax Potential

As discussed earlier, sales tax rates in Texas are capped at 8.25% (2% of which is available to local governments, counties, transit authorities, or special purpose districts). In certain areas of Buda's ETJ, there is additional sales tax capacity where the total combined sales tax rates of all taxing entities does not yet reach the maximum.

However, Texas law allows the creation of special purpose districts that can also levy sales taxes. This risks any future opportunity for the City to capture that sales tax revenue. Cities may also create special purpose districts that are funded through the sales and use tax for areas, including forming districts within a municipality's ETJ.

The City of Buda may want to consider establishing a special purpose district where there is latent sales tax capacity. This will allow the City to secure future and potential sales tax revenues for the City. Depending on the type of district, the City may have certain restrictions on using the funds. Typically, the formation of districts earmarks the revenue for either a certain area or particular use, such as hospital districts, water districts, or library districts. Although a district may result in restricting the use of any funds generating through a special purpose district, it allows the City to secure potential additional revenue in these areas.



Tax Increment Finance (TIF) / Tax Increment Reinvestment Zone (TIRZ)

A TIF District is a zone where certain property tax revenue generated in the district is reinvested back into the district through development of infrastructure. TIFs operate on the idea that public investment helps stimulate and grow property values, justifying the reinvestment of property taxes back into the district generating the revenue.

At the creation of a TIF, the assessed property value of properties of a defined area is set as the base value. Over the years, as the property values increase and property tax revenue increases, the property tax revenue generated by the incremental property value above the base is reinvested into the TIF district.

According to the Texas Comptroller of Public Accounts, a TIF district may be created in two ways. First, affected property owners may petition the city and city council to create a TIF district (also known as a TIRZ). The petition must be submitted by owners of property that constitutes at least 50 percent of the appraised property value within the proposed zone.

A second way of creating a TIF is by a city council without the need for a petition. If not initiated by petition, an area may be considered for tax increment financing only if it meets at least one of the following three criteria:

- * The area's present condition must substantially impair the city's growth, retard the provision of housing, or constitute an economic or social liability to the public health, safety, morals or welfare. Further, this condition must exist because of the presence of one or more of the following conditions: a substantial number of substandard or deteriorating structures, inadequate sidewalks or street layout, faulty lot layouts, unsanitary or unsafe conditions, a tax or special assessment delinquency that exceeds the fair market value of the land; defective or unusual conditions of title, or conditions that endanger life or property by fire or other cause; or

- * The area is predominantly open, and because of obsolete platting, deteriorating structures or other factors, it substantially impairs the growth of the city; or
- * The area is in or adjacent to a "federally assisted new community" as defined under Tax Code Section 311.005(b).

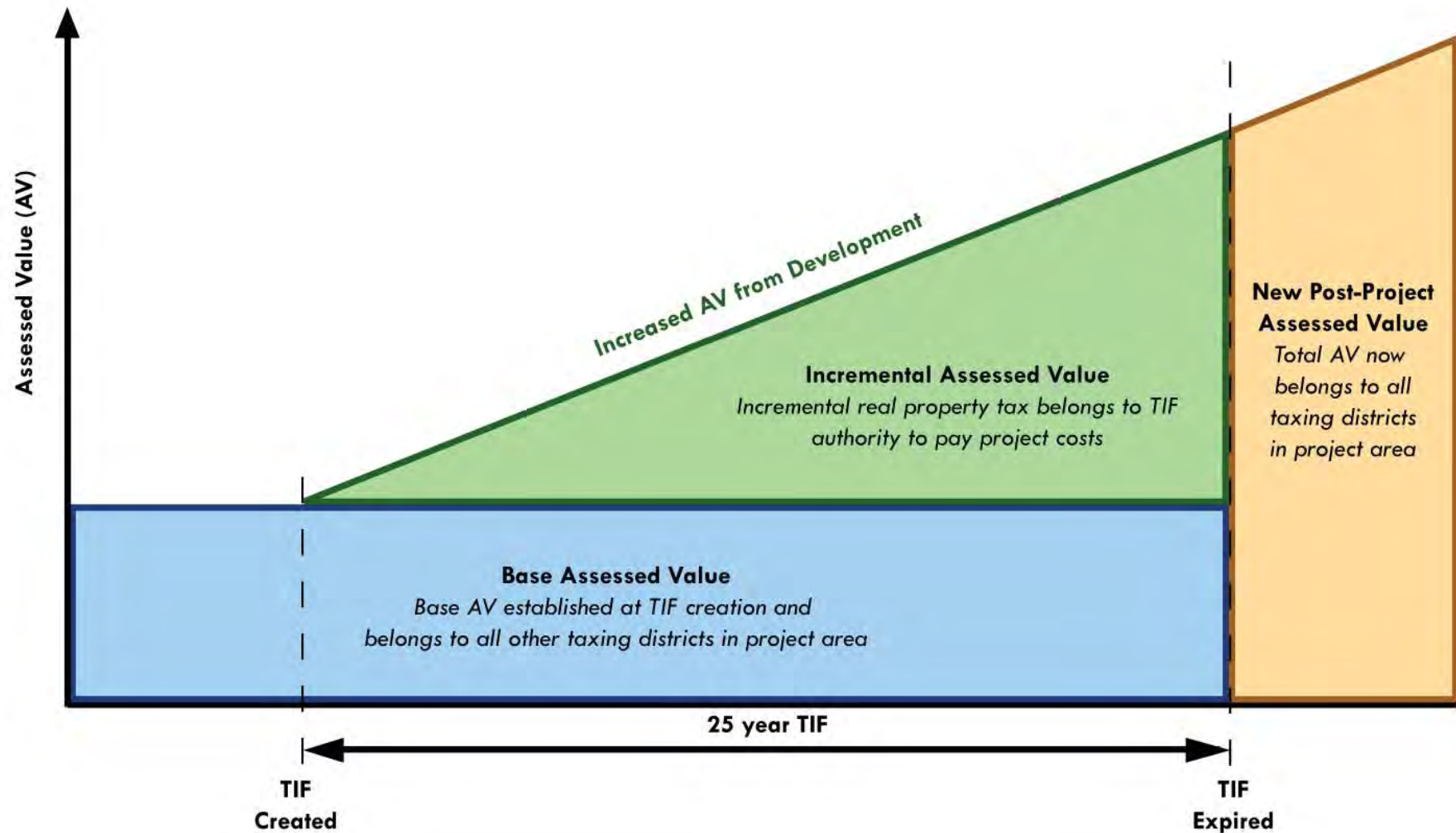
Within developed areas of the city, the reason usually cited to justify a TIF district is that the area's condition substantially impairs the city's growth because of a significant number of substandard or deteriorating structures or infrastructure.

The tax code places several further restrictions on the creation of a reinvestment zone for tax increment financing :

- * No more than 10 percent of the property within the reinvestment zone (excluding publicly owned property) may be used for residential purposes. This requirement, however, does not apply if the district is created pursuant to a petition of the landowners.
- * A reinvestment zone may not contain property that cumulatively would exceed 15% of the total appraised property value within the city and its industrial districts. **The 2010 total appraised value of properties within the City of Buda is \$676 million; therefore, any TIF district that is created must have a current value below approximately \$101 million.**
- * A city also may not create a reinvestment zone or change the boundaries of an existing zone if the zone would contain more than 15 percent of the total appraised value of real property taxable by a county or school district.

A Tax Increment Finance District is strongly recommended for the portion of IH 35 south of the current Cabela's TIF District, which includes the Park 35 development. This will help provide a revenue source for infrastructure improvements and other public investments in this area to support redevelopment.

ILLUSTRATION OF TAX INCREMENT FINANCING



Public Improvement District (PID)

Chapter 372 of the Texas Local Government Code permits the formation of PIDs, which allows a city and/or county to levy and collect special assessments on property that is within the city or within its extraterritorial jurisdiction. Funds generated by the PID tax are invested back in the district and may be used to fund the following types of improvements:

- * Water, waste water, health and sanitation, or drainage improvements;
- * Street and sidewalk improvements;
- * Mass transit improvements;
- * Parking improvements;
- * Library improvements;
- * Park, recreation, and cultural improvements;
- * Landscaping and other aesthetic improvements;
- * Art installation;
- * Creation of pedestrian malls;
- * Similar improvements;
- * Supplemental safety services, including public safety and security services;
- * Supplemental business-related services for the improvement of the district.

Subchapter A of Chapter 372 of the Texas Local Government Code outlines the procedures by which a PID must be established.

A majority of the taxpayers in the proposed PID area must petition the local government to form a PID. This petition may be initiated by either the property owners or the local government, but still must be signed by at least 50 percent of property owners in the proposed district, or owners of at least 50% of the land area. The petition must also state:

- * The general nature of the proposed improvement;
- * The estimated cost of the improvement;
- * The boundaries of the proposed assessment district;
- * The proposed method of assessment;
- * The proposed apportionment of cost between the PID and the municipality;
- * The management of the district;

- * That the persons signing the petition request or concur with the establishment of the district; and
- * That an advisory body may be established to develop and recommend an improvement plan to the governing body of the municipality.

Additionally, before the district is established, a public hearing must be held to advise the community of the nature of the district. Once the PID is established, actual construction of any improvements may not start till after the 20th day after authorization of the PID. This allows any public comment to be submitted to the municipality.

The PID advisory body must maintain and annually update a service plan for the PID, which must be presented to and approved by the municipality. The service plan must cover a minimum five-year period and define annual indebtedness and projected costs for proposed improvements.

Money generated for public improvements in a PID is done so through assessments on properties in the PID. An assessment plan must be included in the annual service plan. Exempt municipal or county properties in the PID area must pay assessments to the district. Assessments may be determined in the following ways:

- * Equally per square foot or front foot;
- * According to the value of the property as determined by the governing body, with or without regard to improvements on the property; or
- * In any other manner that results in imposing equal shares of the cost on property similarly benefitted.

In 2010, the properties in the CBD Overlay had a total assessed value of approximately \$7.2 million. In early years, an assessment of \$0.10 per \$100 value would yield an annual revenue of about \$7,200. **A Public Improvement District is recommended for the CBD Overlay District as a revenue source to help fund additional public improvements within the district as well as safety programs and marketing campaigns to reinforce downtown Buda as a destination.**

Public Improvement Districts Throughout Texas

Public improvement districts have been created throughout Texas under Chapter 372 since its adoption in 1986. Below are examples of downtown PIDs in Texas.

Downtown Austin PID	Downtown Dallas District	Centro San Antonio PID	Downtown Fort Worth PID #1
Established in 1993, the Downtown Austin PID finances enhancements in the downtown area. Property owners pay a special assessment of \$0.10 per \$100 of value for services such as graffiti and litter removal, tourism and parking maps, the downtown Austin Rangers (downtown security), and streetscape and street design improvements.	The priority for the Downtown Dallas PID is public safety, funding a Downtown Safety Patrol. The PID also helps fund landscaping, streetscaping, trash and graffiti removal, and downtown marketing and events. The special assessment is \$0.1190 per \$100 of appraised value.	The Centro San Antonio PID was established in 1999 to provide additional services and improvements in Downtown San Antonio as a supplement to services provided by the City of San Antonio. Programs of this PID include an ambassador program assisting visitors and residents; a streetscaping program; and a maintenance program. The special assessment is \$0.12 per \$100 of appraised value.	In 1986, the first PID in Texas was established in Downtown Fort Worth. Property owners in the district pay a special assessment of \$0.11 per \$100 of value for maintenance, landscaping, promotions special events, marketing, market research, transportation, parking, and enhanced security.

On an annual basis, cities must prepare a Service Plan for the PID that identifies the potential budget and outlines how the funds will be spent. The table below illustrates how different PIDs distribute their budget among the various services.

Distribution of PID Budget Among Various Services

	Austin	Dallas	San Antonio	Fort Worth
<i>2010-2011 Budget</i>	<i>\$2.6 million</i>	<i>\$6.7 million</i>	<i>\$3.4 million</i>	<i>\$2.8 million</i>
Public Safety	31%	37%	24%	4%
Maintenance	14%	-	40%	46%
Streetscaping	3%	-	-	-
Transportation	-	25%	-	15%
Landscaping	-	-	8%	part of maintenance
Park Improvements	4%	17%	-	-
Marketing/Promotion	12%	-	4%	20%
Communication	10%	13%	-	-
Economic Development	11%	-	-	-
Administration	15%	6%	24%	15%

Development Incentives

Chapter 380 of the Texas Local Government Code allows the granting of certain economic development incentives by cities to encourage developers to build in their jurisdiction. Development incentives typically take the form of property tax abatements, loans or grants, commitments for infrastructure, or sales tax rebates.

The following discussion briefly describes incentive structures commonly used in communities in Central Texas to attract businesses and encourage development. This discussion should not serve as a formal Chapter 380 policy for incentive funding. However, the City of Buda is encouraged to conduct further research and develop a formal Chapter 380 policy to guide decisions of funding incentives.

Property Tax Abatement - A tax abatement is an agreement between a taxpayer and a taxing unit that exempts all or part of the increase in the value of the real property and/or tangible personal property from taxation for a period not to exceed ten years. Abatements recognize the potential for other benefits of property development other than increased property value, such as job creation and sales tax revenue. Abatements are typically tied to job creation and value of the investment. Tax abatements would not work well with a TIF district, since a TIF relies on increasing property values to generate revenue while a tax abatement essentially freezes the property value.

Sales Tax Incentives - One type of incentive that Texas cities have used is sales tax incentives to develop commercial and retail projects. These agreements allow a city to attract development by refunding a portion of the sales tax the project generates back to the developer. The developer receives assistance to make the project viable, and the city benefits from growth in sales tax revenue, property taxes, and new jobs. The Texas Comptroller of Public Accounts recommends the following guidelines concerning Sales Tax Incentives:

- * Place a limit on both the percentage of sales tax granted to the developer and the total amount of the grant. For

example, the grant could be limited to a portion of the sales tax generated by the development, up to \$1 million.

- * The agreement should have a termination date depending in part on the developer's total investment.
- * Milestones and deadlines should be included in the agreement to ensure that the developer completes the project according to the city's expectations. The city should include terms by which the developer could be considered out of compliance or in default of the agreement, and consider possible penalties such as reductions in the sales tax incentive.
- * The city should consider including terms in the contract to remedy adverse impacts caused by the development, such as increased traffic and increased demand for law enforcement and utilities.
- * Payment of grants under the agreement should be based on the net sales tax allocation, after adjustments and fees, and not due to the developer until the city receives the funds from the comptroller.

Federal Historic Preservation Tax Incentive - The Federal Historic Preservation Tax Incentive program encourages private sector rehabilitation of historic buildings. According to the U.S. Department of the Interior National Park Service, current tax incentives for preservation include:

- * A 20% tax credit for the certified rehabilitation of certified historic structures. The credit is available for properties rehabilitated for commercial, industrial, agricultural, or rental residential purposes, but not for properties used exclusively as the owner's private residence.
- * A 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936. The credit is available only to buildings rehabilitated for non-residential uses.

In all cases, the rehabilitation must be substantial (determined by value of rehabilitation) and must involve a depreciable building.

REGULATORY MECHANISMS

Public investment and improvements only go so far; creating the built environment of Buda will be implemented in large part by the private community, including developers, community leaders, organizations, etc. Therefore, the City must take steps to create the right regulatory environment and incentives for private-sector development.

In order to achieve the goals outlined in Buda 2030 and the Future Land Development Plan, the City of Buda must research and adopt the appropriate regulatory tools to influence private development in a way that creates the character and environment Buda desires. There are a variety of regulatory tools emerging that have been shown to create a building or series of buildings that shape the public realm as much as they shape the area within the walls. These regulations focus on influencing the character and physical form of the building or site.

Overview of Design-Based Regulations

Public investment and improvements only go so far; creating the built environment of Buda will be implemented in large part by the private community, including developers, community leaders, organizations, etc. Therefore, the City must take steps to create the right regulatory environment and incentives for private-sector development.

The type of environment envisioned for Buda will require modifications to the existing zoning and development regulations. The existing ordinances reflect conventional land use-based rules that are structured around segregating uses and quantitative limits on height, setback, and density.

Instead, development in Buda should largely be guided by design-based regulations. These regulations seek to establish a certain quality of place by focusing on the form of buildings and formation of quality public space such as streets and sidewalks. These development regulations go beyond traditional land use zoning by establishing rules that regulate street frontage, sidewalks, and building placement to create the public area between buildings.

New design standards should seek to:

- * Allow a mix of uses to achieve the densities necessary for successful downtowns and construction of a variety of housing types; and
- * Require better urban design through building placement, building character/material standards, and streetscape standards to create a unique and strong sense of place.

Design-based regulations may be adopted in the form of a new zoning district, changes to the existing zoning regulations, or with an overlay district that applies additional regulations on top of the existing regulations of the base zoning. The guidelines should create a framework that governs the following key elements:

- * Land uses, both permitted and not permitted - evaluated based on compatibility with other land uses rather than separating different ones.
- * Building placement on a lot
- * Building relationship to adjacent streets and to other buildings
- * Building size, height, and volume
- * Building setbacks, both minimum and maximum
- * Building color and materials
- * Compatibility between adjacent land uses
- * Transition between non-compatible districts and uses
- * Facade articulation
- * Streetscape elements along a street and adjacent to a building
- * Location of parking and relationship of parking to the building and to the lot it serves
- * Vegetation types and sizes
- * Lighting
- * Signage

Form-Based Codes

Form-based codes (FBC) are a type design-based regulatory tool that has been promoted by planners and designers as an alternative to conventional zoning. It places less emphasis on use and more emphasis on the building Form - the dimensions, place on the lot, location of parking, materials, and so on. It is more effective in establishing standards that influence the design of the public realm in addition to the design of the built environment.

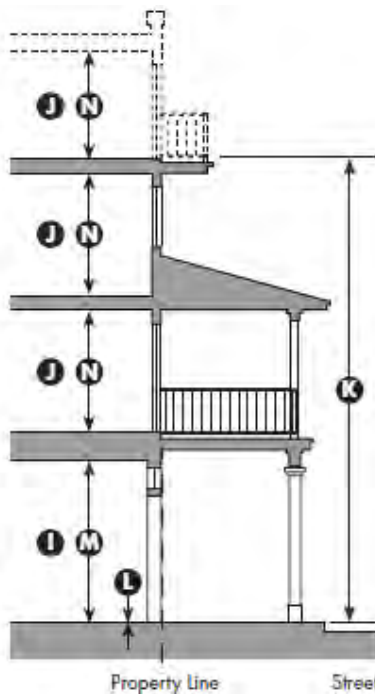
Form-based codes are effective because they address the relationship between buildings and the public realm by regulating the form and mass of buildings in relation to one another. They recognize that different uses are compatible, and are therefore effective in mixing uses. FBC regulations are also intended to be flexible so they can respond to and be applied

in different situations and environments. FBCs also address the “transition” between different uses and densities.

Form-based Codes can be used:

- * Complete zoning and development code updates
- * Downtown Master Plans
- * Corridor Plans
- * Neighborhood Revitalization Plans
- * Development Standards for a Specific Site
- * Regional Plans
- * Implementation of a Comprehensive Plan
- * Transit Village or Centers
- * Land Conservation through Cluster Developments

Most importantly, FBCs are not guidelines or general statements of policy. They are law as regulations as conventional zoning is.



Form-based codes use pictures to describe the regulation.

Image Source: Bog Bengford, as provided by Municipal Research and Service Center of Washington

Conventional Zoning vs. Form Based Code

CONVENTIONAL PLANNING & ZONING	FORM-BASED CODES
Auto-oriented, segregated land use planning principles	Mixed-use, walkable, compact development-oriented principles
Organized around single-use zones	Based on spatial organizing principles that identify and reinforce an urban hierarchy, such as the rural-to-urban transect
Use is primary	Physical form and character are primary, with secondary attention to use
Reactive to individual development proposals	Proactive community visioning
Proscriptive regulations, regulating what is not permitted, as well as unpredictable numeric parameters, like density	Prescriptive regulations, describing what is required, such as building-to lines and combined minimum/maximum building heights
Regulates to create buildings	Regulates to create places

Source: Parolek, Parolek, Crawford. 2008. Form Based Codes



Recommended Changes to the Regulatory Framework

Buda 2030 recommends amendments or updates throughout various parts of the UDC. Making piecemeal changes to the UDC and just tailoring bits and pieces of the regulatory code runs the risk of creating disjointed, complicated, and possibly inconsistent development standards. Given the significance and number of regulation changes recommended in Buda 2030 it is now the opportunity to completely rewrite the UDC. This method is preferred because it can more thoroughly integrate recommendations of Buda 2030 into the City's regulatory framework in a manner that truly

supports and will result in the vision and goals for Buda. This will ensure comprehensiveness and continuity across all components of the development code.

This opportunity will also allow the City to more significantly change the type of zoning it utilizes. The current UDC utilizes conventional zoning; however, the Buda 2030 plan approaches land development and planning in a design-based or form-based manner that does not easily conform to conventional zoning standards. The table below depicts all the UDC amendments recommended in Buda 2030.

LIST OF RECOMMENDED CHANGES TO THE UDC

Action	UDC Element
EG-5.2	Green building or green practice requirements
EG-6.4	Bed and breakfasts
T-1.1	Integrating Complete Streets and Context Sensitive Solution
T-1.4	Design guidelines for streets
T-2.5	Connectivity requirements for streets and pedestrian/bike paths
T-5.1	Design of buildings, streets, and subdivisions that focus on people rather than vehicles.
T-5.3	Location standards or requirements for school facilities
T-5.4	High standards for bicycle and pedestrian facilities in nodes
T-5.7	Standards for bicycle facilities on arterials
T-5.8	Standards for bicycle and pedestrian facilities in new developments
T-5.9	Design standards for pedestrian access in parking lots
T-5.10	Standards for sidewalks and trails to accommodate a variety of users
P-1.2	Parkland dedication ordinance and subdivision design ordinances as they relate to locating parkland
P-1.3	Location criteria for parkland
P-1.4	Promote development of parks, trails, or preserve open space beyond minimum requirements
P-2.4	Use of public parks and facilities by private organizations
P-3.5	Trail requirements for new developments or subdivisions
P-4.1	Location criteria for location of parks and open space in subdivisions and new developments
P-4.2	Design standards and maintenance standards for private parks
P-5.1	Promote cluster developments
P-5.4	Standards for access to and use of public and private open space
P-7.2	Expand applicability of Tree Preservation and Mitigation ordinance to include City maintained right-of-ways and utility easements

Action	UDC Element
H-1.1	Expand categories for housing types
H-1.2	Allow and encourage a greater mix of housing types within neighborhoods
H-2.2	Strategies and incentives to promote mixed income neighborhoods
H-3.2	Promote green building practices for homes
H-4.1	Promote mixed use developments
H-4.3	Mechanisms to allow infill development in existing shopping centers and business parks to create mixed use districts
H-4.4	Design standards for mixed use developments
H-4.5	Transition zones between uses and densities that are non-compatible
H-6.2	Compatibility standards for infill developments
H-7.2	Connectivity requirements for new subdivisions
H-7.5	Pedestrian and bicycle connectivity requirements in neighborhoods
H-7.6	Location standards for school facilities
H-7.8	Maintenance standards for private neighborhood facilities
H-7.9	Context sensitive solution standards for neighborhood roads
CI-2.2	Design standards for Gateway Overlay Zone
CI-3.1	Streetscape standards
CI-3.2	Sign standards
CF-6.2	Promote water conservation practices
DT-1.6	Consider diversifying zoning west of Main Street (requires more detailed study)
DT-3.1	Relax parking requirements for downtown area (requires more detailed study)
DT-4.1	Design standards for CBD District Overlay
DT-6.6	Promote denser housing and mixed use in appropriate areas of downtown
DT-7.1	Design standards for downtown area
HP-3.1	Design standards for historic preservation
FLDP	Amendments to UDC based on Future Land Development Plan

MONITORING PROGRESS

The Buda 2030 Comprehensive Plan is a *living document* and should be updated periodically to assess progress, identify new opportunities, and reevaluate goals and priorities. Plans are evaluated to obtain information that can guide future decisions. Buda 2030 identifies benchmarks for each plan element to measure implementation. Data should be collected, reported, and evaluated frequently to evaluate ongoing progress and the appropriateness and effectiveness of certain actions.

Every 3 to 5 years, the City should evaluate progress toward implementation with the benchmarks below. Additionally, a 10 year update allows the City to evaluate the goals and vision for the future of Buda, which may result in adjusting goals, objectives, and actions.

Benchmark	Current Baseline	Target Measurement
Jobs per household.	2010 job estimate: 1,680 (from 2010 Buda Retail Trade Study) 2010 occupied household estimate: 2,501	One job per household
Average connectivity ratio.	To be determined on a case-by-case basis.	Average connectivity ratio of subdivisions of 1.4.
Share of commuters.	88% of Buda's workforce drives alone to work.	Reduce commute mode share of driving alone to 80%.
Acreage of "undeveloped" park land.	Currently 23 acres of publicly owned land, plus a potential 41 additional acres of privately owned undeveloped open space that may be transferred to the city.	Reduce by 50% by 2030.
Every residence in Buda is within a quarter mile of a park, trail, or open space.	To be determined.	100% of residences within a quarter mile of a park, trail, or open space.
In neighborhoods that engage in revitalization effort, increase in average sales price of homes.	To be determined on a case-by-case basis.	Increase average sales price of homes by 10% over 10 years.
Number of neighborhoods with an association.	Currently, there are a total of 24 neighborhoods with over 50 housing units, and 13 of them have a formal homeowner or neighborhood association.	All neighborhoods in Buda will have a neighborhood or homeowner association with which the City will establish communication.
Amount of vacant and redevelopable properties within the city limits.	733 acres of vacant land within the current city limits. Area of "redevelopable" properties to be determined.	Reduce by 25% by 2020 and 50% by 2030.
Attendance at community programs or events.	To be determined on a case-by-case basis.	Increase participation over time.
Amount of potable water used for City irrigation.	All City irrigation is supplied by potable water.	Reduce over time.
Average emergency response time by Police Department. (May also work with EDC #2 and #8 to measure level of service)	To be determined.	Maintain an average emergency response time of 5 minutes.
Acreage of vacant, dilapidated developments, or under utilized properties in downtown.	10 acres of vacant properties in downtown (as defined by the Historic Overlay). Area of "redevelopable" properties to be determined.	Reduce by 50% by 2020 and 100% by 2030.
Amount of grant funding distributed to downtown businesses or property owners to rehabilitate historic structures.	To be determined.	Increase annual amount of grant funding to \$50,000.

APPENDIX A

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APPENDIX B
Integrating Buda 2030
and the Unified Development Code

BUDA 2030 AND THE UNIFIED DEVELOPMENT CODE

The Future Land Development Plan of Buda 2030 identifies Character Districts and Mixed Use Nodes that address desired development types, patterns, and appropriate uses. Chapter 7 also identifies what general uses are appropriate in each character district and mixed use node. This appendix is intended to articulate the background of these areas and guide City staff, elected officials, the public, property owners, and private developers in how land should be utilized for certain areas of the city.

The City in particular should use the Future Land Development Plan and articulated principles to guide decisions in updating or re-creating the City's Unified Development Code and other development regulations. To help facilitate and guide that effort, the following tables illustrate how the zoning categories of the existing Unified Development Code *could* be applied to the Future Land Development Code. Appropriate means the use is simply allowed, with minimal conditions. Conditional means the use is only allowed based on certain conditions (depending on the use and the location). And Not Appropriate means the use is not appropriate in the district.

This information does *not* constitute zoning regulations and is only intended to *guide* the City's effort in making adjustments to the Unified Development Code and other development regulations.

Green Growth District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Conditional
Low Density Residential (LR)	Conditional
Medium Density Residential (MR)	Conditional
High Density Residential (HR)	Conditional
Duplex Residential (DR)	Conditional
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Conditional
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Appropriate
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Appropriate
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Appropriate
Private Park (PR4)	Appropriate
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Appropriate

Emerging Growth District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Conditional
Low Density Residential (LR)	Conditional
Medium Density Residential (MR)	Appropriate
High Density Residential (HR)	Appropriate
Duplex Residential (DR)	Appropriate
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Conditional
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Appropriate
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Appropriate
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Appropriate
Private Park (PR4)	Appropriate
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Appropriate

Heritage District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Appropriate
High Density Residential (HR)	Appropriate
Duplex Residential (DR)	Appropriate
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Conditional
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Appropriate
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Appropriate
Private Park (PR4)	Appropriate
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Appropriate

Industrial Growth District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Conditional
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Not Appropriate
Duplex Residential (DR)	Not Appropriate
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Conditional
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Not Appropriate
Arterial Retail (R2)	Not Appropriate
Interstate Retail (R3)	Conditional
Neighborhood Commercial/Office (C1)	Not Appropriate
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Conditional
Light Industrial/Warehousing (I1)	Appropriate
Manufacturing (I2)	Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Conditional
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Not Appropriate
Neighborhood Park (PR1)	Not Appropriate
City Park (PR2)	Conditional
Regional Park (PR3)	Conditional
Private Park (PR4)	Conditional
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Appropriate

Business Growth District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Conditional
Duplex Residential (DR)	Conditional
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Conditional
Arterial Retail (R2)	Conditional
Interstate Retail (R3)	Conditional
Neighborhood Commercial/Office (C1)	Conditional
Arterial Commercial/Office (C2)	Appropriate
Interstate-35 Commercial/Office (C3)	Appropriate
Light Industrial/Warehousing (I1)	Conditional
Manufacturing (I2)	Conditional
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Conditional
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Appropriate
Private Park (PR4)	Appropriate
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Appropriate

Interstate Corridor District

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Not Appropriate
Duplex Residential (DR)	Not Appropriate
Multi-family Residential (MFR)	Appropriate
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Not Appropriate
Arterial Retail (R2)	Appropriate
Interstate Retail (R3)	Appropriate
Neighborhood Commercial/Office (C1)	Not Appropriate
Arterial Commercial/Office (C2)	Appropriate
Interstate-35 Commercial/Office (C3)	Appropriate
Light Industrial/Warehousing (I1)	Conditional
Manufacturing (I2)	Conditional
OTHER DISTRICTS	
Cluster Development (FZ1)	Not Appropriate
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Not Appropriate
Neighborhood Park (PR1)	Not Appropriate
City Park (PR2)	Not Appropriate
Regional Park (PR3)	Not Appropriate
Private Park (PR4)	Not Appropriate
Community Facility (P1)	Conditional
Public Infrastructure Facility (P2)	Conditional

Neighborhood Mixed Use Node

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Conditional
High Density Residential (HR)	Conditional
Duplex Residential (DR)	Conditional
Multi-family Residential (MFR)	Appropriate
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Not Appropriate
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Not Appropriate
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Conditional
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Conditional
Regional Park (PR3)	Conditional
Private Park (PR4)	Conditional
Community Facility (P1)	Conditional
Public Infrastructure Facility (P2)	Not Appropriate

Community Mixed Use Node

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Conditional
Duplex Residential (DR)	Conditional
Multi-family Residential (MFR)	Appropriate
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Appropriate
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Appropriate
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Conditional
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Conditional
Private Park (PR4)	Conditional
Community Facility (P1)	Conditional
Public Infrastructure Facility (P2)	Not Appropriate

Business Mixed Use Node

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Not Appropriate
Duplex Residential (DR)	Not Appropriate
Multi-family Residential (MFR)	Conditional
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Not Appropriate
Arterial Retail (R2)	Not Appropriate
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Conditional
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Conditional
Light Industrial/Warehousing (I1)	Conditional
Manufacturing (I2)	Conditional
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Conditional
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Not Appropriate
Neighborhood Park (PR1)	Not Appropriate
City Park (PR2)	Not Appropriate
Regional Park (PR3)	Not Appropriate
Private Park (PR4)	Not Appropriate
Community Facility (P1)	Not Appropriate
Public Infrastructure Facility (P2)	Conditional

Regional Mixed Use Node

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Not Appropriate
High Density Residential (HR)	Not Appropriate
Duplex Residential (DR)	Not Appropriate
Multi-family Residential (MFR)	Appropriate
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Conditional
Arterial Retail (R2)	Appropriate
Interstate Retail (R3)	Appropriate
Neighborhood Commercial/Office (C1)	Conditional
Arterial Commercial/Office (C2)	Appropriate
Interstate-35 Commercial/Office (C3)	Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Not Appropriate
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Not Appropriate
Neighborhood Park (PR1)	Conditional
City Park (PR2)	Conditional
Regional Park (PR3)	Appropriate
Private Park (PR4)	Conditional
Community Facility (P1)	Conditional
Public Infrastructure Facility (P2)	Not Appropriate

Downtown Mixed Use Node

RESIDENTIAL DISTRICTS	
Agriculture (AG)	Not Appropriate
Low Density Residential (LR)	Not Appropriate
Medium Density Residential (MR)	Conditional
High Density Residential (HR)	Conditional
Duplex Residential (DR)	Conditional
Multi-family Residential (MFR)	Appropriate
Manufactured Housing (MHR)	Not Appropriate
NON-RESIDENTIAL DISTRICTS	
Neighborhood Retail (R1)	Appropriate
Arterial Retail (R2)	Conditional
Interstate Retail (R3)	Not Appropriate
Neighborhood Commercial/Office (C1)	Appropriate
Arterial Commercial/Office (C2)	Conditional
Interstate-35 Commercial/Office (C3)	Not Appropriate
Light Industrial/Warehousing (I1)	Not Appropriate
Manufacturing (I2)	Not Appropriate
OTHER DISTRICTS	
Cluster Development (FZ1)	Conditional
Mixed Use (FZ2)	Appropriate
PUBLIC OR SEMI-PUBLIC DISTRICTS	
School Site (FZ3)	Appropriate
Neighborhood Park (PR1)	Appropriate
City Park (PR2)	Appropriate
Regional Park (PR3)	Conditional
Private Park (PR4)	Conditional
Community Facility (P1)	Appropriate
Public Infrastructure Facility (P2)	Not Appropriate